

Moutries
advertise the
Victrola
after a busy Day.

The China Mail.

ESTABLISHED 1848

August 4, 1922, Temperature 82.

Barometer 29.61

Rainfall 1.43 inch.

Humidity 83.

August 7, 1921, Temperature 80.

THE DOLLAR
DIRECTORY CO.
5 Wyndham St.
PUBLISHERS
OF:
HONGKONG
DOLLAR
DIRECTORY
TELEPHONE HANDBOOK
Tel. No. 22.

No. 18,638.

一拜禮

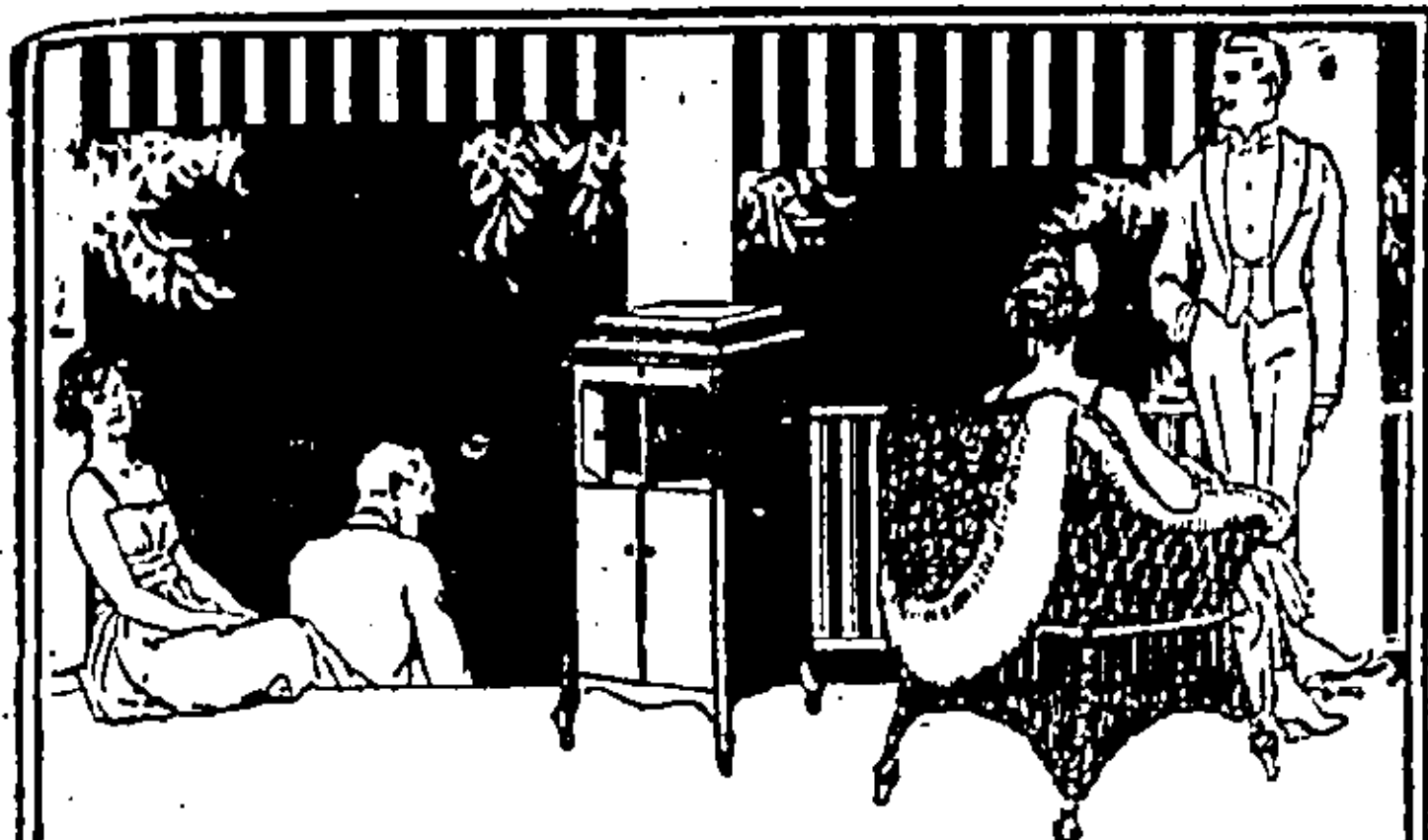
號七月八年二十二百九千一英

HONGKONG, MONDAY, AUGUST 7, 1922.

日五十月六年壬戌年一十國民華中

PRICE, \$3.00 Per Month.

BUSINESS NOTICES



After a busy day— The Victrola!

The Victrola offers you the ideal relaxation—the soothing, restful influence of the world's best music. Great Victor artists sing for you the very songs you love to hear; the magic of their genius helps you to forget the cares and worries of the day.

Why not come in today and let us prove just how easily the Victrola can help you?

S. MOUTRIE & CO., LTD.
Exclusive Distributors.



HAWTHORNE & PEARSON

LADIES' & GENTLEMEN'S TAILORS.

Begin to notify the public that they have

removed to Queen's Buildings,

2, Ice House Street (Ground Floor)

Opposite Café Wiseman.

ROYAL SILK STORE.

Just Received New Consignment of Benares Real Gold and Silver
BROCADE for Trimming Dresses, Shoes and Scarfs.
We are the Only Dealers for the above Articles & Invite Your Inspection.
D. CHELLARAM, 36a, Queen's Road Central.

ECONOMY IN COAL.

Puchun Lump Coal is the best in the world. It has a large percentage of dust which is practically waste. The dust in Puchun Lump is as soon as they are cast into boilers. Puchun Lump is coal burners and is therefore a decided economy.

HING IP & CO.

Coal Merchants & Contractors, 37, Queen's Road Central, Tel. 270. Cable address "Hindrance"
Sole Agents for Puchun Lump.

We stock in our godowns 11 grades of other Puchun Coal.

We are manufacturers of
Felt Hats, Straw Hats,
Linen Hats, Topcoats, etc.



Manufactured in
HONGKONG
by the

NAM YUET HAT FACTORY,
22-30, Shamshui Road.

MEE WAH KNITTING & DYEING CO.

General Knitter & Dyer.
Manufacturers of Woollen Singlets, Jerseys, Sweaters &
all kinds of Underwear.
No. 16-18, Causeway Bay. Telephone 1301.
Manager: YEUNG FORWAN.

DONNELLY & WHYTE.

WINE MERCHANTS.

Tel 638.

Tel 638.

THE INTERNATIONAL SHIRT CO.

Head Office: 79 Wyndham Street, 2nd Floor.
(Opposite Central Police Station.) Tel. 4166.

Dealers in all kinds of High-class Silk Shirts,
Collars, Neckties and Pyjamas for Gentlemen
AND ALSO

Chemises, Skirts, Wrappers, Scarfs, Vests, and Night-gowns for Ladies

ALSO MADE TO ORDER

MODERATE PRICE PROMPT DELIVERY

Manager: EMILIO LAU.

TO-DAY'S CABLES.

(Reuter's Services to the China Mail.)

LONDON REPARATIONS CONFERENCE.

WHAT WILL FRANCE DO?

FLIGHT OF AUSTRIA.

LONDON, August 6.
The opening of the allied reparations conference in London to-morrow is awaited with keen interest as it is now generally recognised that a trade revival largely depends on the solution of the problems of reparations and international indebtedness. Interest centres in the attitude of France. M. Poincaré has been credited with a plan for settlement whereby France will agree to a reduction of Germany's obligations to £2,500,000 in return for cancellation of France's debt to Britain and Britain's renouncing any share in the indemnity. It is now reported, however, that as a result of the Balfour note the plan in regard to inter-allied debts has been eliminated from M. Poincaré's programme. It is anticipated that M. Poincaré will submit a more moderate proposal to the conference and it is suggested that France might follow the bold and generous lead of Britain in offering to accept £350,000,000 in settlement of debts amounting to £3,400,000.

LONDON, August 6.

The result of the London reparations conference is anxiously awaited in Austria. Reuter's Vienna correspondent says that the conference appears to be Austria's last hope. It is feared that any further delay in granting the promised assistance to Austria is likely to be very disastrous owing to the increase of the banknote circulation to 768 milliard crowns. The cost of living in Vienna nearly doubled last month and many necessities are out of the reach of the bulk of the people. Meanwhile, messages from Sofia report that Bulgaria following Germany's example, is demanding a three years' moratorium and a reduction of Bulgaria's debt. The inter-allied commission has referred the matter to the Entente.

Italy's attitude to the conference is likely to be influenced by her own internal situation in regard to which Rome reports say that the Premier Facta stated that the government had decided to take very vigorous measures to restore order because the troubles were paralysing the life of the State and creating an impossible situation.

DELEGATES ARRIVE.

LONDON, August 6.

The French, Italian and Belgian delegations headed by M. Poincaré, Signor Schanzer and M. Theunis respectively, numbering forty persons, arrived this evening. All preferred to await the conference before making statements.

GORDON BENNETT BALLOON RACE.

GENEVA, August 7.

Over fifty thousand spectators this afternoon watched the start of the Gordon Bennett balloon race. There were nineteen competitors—three each from Belgium, the United States, Switzerland, Italy and France and two each from Britain and Spain. The wind was blowing in the direction of Austria and Bulgaria.

ANOTHER PIRACY.

CHINESE STEAMER "SUI YIK"
HELD UP.

A piracy on the coast between Hongkong and Swatow, was reported by the s.s. "Suiyik," on her arrival in port late last night.

According to the master of the vessel, the "Suiyik" left here for Shanmei early on the morning of July 31 with 180 passengers and a large quantity of cargo.

Prior to the ship's departure all the passengers were searched by the police for arms, but no weapons were found. As the vessel was leaving the port, she took in tow at Shaohi wan, a large junk carrying material for the Chinese Government Ammunition Factory at Shanmei. The ship arrived at the Customs Station in Shanmei without incident and continued her journey to Shanmei at 1.30 p.m.

After the "Suiyik" had been 1½ hours from Shanmei, revolver shots suddenly rang out among the passengers, and simultaneously an armed man rushed into the wheel-house and held up the master. Three other men then entered the wheel house. They all spoke Hakka, and ordered the man

ter to steer to Tantau. From here they went to Samkok, where the pirates, having looted the vessel during the voyage, went ashore in three junks which came alongside the vessel.

The pirates cleaned out the compartment and took possession of all the passengers' valuables and money which they took with them to the junks.

There were altogether about 20 pirates among the passengers and they were all armed with revolvers.

The ship's guards, six in number, offered resistance, but they were overpowered by the pirates and one was wounded. One of the passengers who resisted the looters was also shot.

The pirates are thought to have joined the ship as passengers in Hongkong and concealed their arms on board at any other places of call.

Resides taking \$3,500 in cash from the compartment, the pirates also took large quantities of jewellery, clothing and money from the passengers, the value of which is not ascertainable here, owing to all the victims having gone ashore at Shanmei, the pirates took two rifles and two revolvers from the guards, and a large quantity of ammunition from the ship's armory. Her cargo of rice, salt fish and machinery was not touched.

REBELS IN PARAGUAY.

BUENOS AIRES, August 6.

A report from Paraguay states that the Government troops have now got the rebels on the run. It is reported that the rebels include a German airman, an ex-Captain of the German air force who flew over the Government steamer "Requielma." Bombs were dropped but the machine was driven off by fire from the vessel.

JAPAN AND THE SOVIET.

A REPORT DENIED.

PARIS, Aug. 6.

The Japanese Embassy has categorically denied a report that Japan intends to negotiate in Moscow with the Soviet government and says that Japan never contemplated the possibility of recognising the Moscow government but merely consented to negotiate with the Chita government in regard to the security of the lives and property of Japanese nationals in the districts of East Siberia evacuated by the Japanese.

MAJOR BLAKE'S PROGRESS.

MUCH ENGINE TROUBLE.

AGRA, August 6.

The airman Major Blake while proceeding to Allahabad from Delhi was forced to land owing to rain, also renewed engine trouble which is repeatedly delaying him. Major Blake is endeavouring to obtain another machine for his flight to Calcutta.

TERRIBLE RAILWAY ACCIDENT.

PASSENGERS SCALDED TO DEATH.

ST. LOUIS, August 6.

Sixty people were killed and 100 injured as the result of an all-steel express crashing into a local train at Sulphur Springs. The engine of the express literally ploughed through the wooden carriages. Many victims were scalded to death by escaping steam from the engine. Others were drowned in the cars as they rolled over in the water alongside the track. Wreckage was strewn for a quarter of a mile and the rails were twisted grotesquely.

LATER.

It is now stated that from thirty-five to forty persons were killed and sixty injured at Sulphur Springs. Relief trains were rushed to the scene. The cause of the disaster has not yet been determined.

DISTURBED ITALY.

FASCISTI ON THE WARPATH.

ROME August 6.

The country now appears to be calming down but it has been confirmed that during the excitement the fascisti sacked the headquarters of the Labour Union at Parma, wrecked the offices of the Socialist newspaper Avanti at Milan and occupied the palace of San Giorgio, at Genoa, where the plenary sessions of the Genoa conference were held and which are the headquarters of the harbour authorities. After a conflict with the police wherein two fascisti were killed and some injured the Government empowered the military authorities at Genoa and Milan to maintain order and control the police.

THE WRONG NUMBER.

STREET BOOKMAKER'S PHONE
TO POLICE.

An amusing story of a betting-alip collector's temporary disappearance from his usual haunts comes from a South London police station.

Recently a police inspector picked up the telephone receiver and was ordered in a strange voice, "Take these bets." "Right," was the ready answer.

An occasional "Yes" assured the man that his request was being complied with, and when he said finally, "That's the lot," he was asked, "What shall I do now?"

"Enter them up, of course. I am Billy Smart, the tout," came the reply.

The receiver of the message wore a broad grin as he replied, "Well Billy, you're not so smart as you may think you are. I'm Inspector Blank; I know where you're speaking from, and I've sent a man—"

The sharp click in the inspector's ear gave warning that Billy had left the callbox hurriedly.

BUSINESS NOTICES

SPECIAL OFFER OF WATERPROOFS

\$85.00 BURBERRYS for \$57.50
\$27.50 HYDROMACS for \$21.00
\$25.00 MATTAMACS for \$15.00

DON'T MISS THESE IDEAL BARGAINS AT

MACKINTOSH

& CO., LTD.

Men's Wear Specialists.

Alexandra Building,

Des Voeux Road.

COOKROACHES are a constant danger to you—they spread dangerous diseases by contaminating your food. Rid your home of them.

BEETLE VIRUS will do it.

It is efficient and simple to use—try a tin.

Price ... 70 cents.

SOLD BY

THE PHARMACY

22 Queen's Road Central, Hongkong.

HAVE YOU RECEIVED

OUR SPECIAL TICKET?

IF NOT CALL AND ASK FOR ONE

— AT —

THE GROCERY DEPARTMENT

(PHONE: 2898.)

THE WING ON CO., LTD.

(PHONES: 196 and 198)

THE YUEN WO STORE.

Harbour Repairs.

Engineering & Building Contractors, General Repairs & Shipchandlers
Office No. 38, Tung Man Street, Phone 2560,
Workshop, Canton Road, Kowloon, Phone K. 731.
Prop. T. L. LEUNG. Manager K. C. LEUNG.

GINS & LIQUEURS

FROM

ERVEN LUCAS BOLS.

CALDBECK, MACGREGOR & CO., LTD.,
15, Queen's Road Central. Tel. 75.

SEE KOWLOON THE SUBURB OF BEAUTIFUL
SCENERIES IN A MOTOR CAR.

THE EAGLE GARAGE

Telephone Kowloon 81. 27, Canton Road.
Branch Garage 140, Temple Street, Yau-mat.
Motor cars for sale and repair. Accessories, tyres and spare parts supplied.
HONG YICK CHEE, Manager.

TABAQUERIA FILIPINA

SALES

(Once in FOUR YEARS)

SMOKERS' REQUISITES ... 15%
CIGARS, CIGARETTES & TOBACCOES ... 10%
B. A. T.'s GOODS — PRICES MODERATE.

(On the basis of Price-lists of July 1922.)

THREE WEEKS ONLY

(From 1st August to 21st August.)

STRICTLY CASH

TABAQUERIA FILIPINA,

38, Queen's Road Central.

NOTICES.

LAMMERT BROS.

AUCTIONEERS, APPRAISERS
AND SURVIVORS.

Public Auctions.

THE Undersigned have received instructions to sell by Public Auction,

ON

WEDNESDAY, Aug. 9, 1922.

at 11 a.m.

at the Taikoo Dockyard

("ON ACCOUNT OF THE CONSIGNMENT")

EX. S.S. "Chiyo Maru"

3 Bidders

Dimensions:—

Diameter over all 10' 2"

Length 11' 8"

Weight about 55 tons

Terms:—Cash on delivery.

Inspection orders on application to

LAMMERT BROS.,

Auctioneers.

Hongkong, July 29, 1922.

EVOLUTION OF BIRDS.

TRACED BACK TO REPTILES.

Evolutionists believe that man

arose from the basic stock that produced

the apes. The ancestry of birds

(writes Lee S. Grandall, Curator of

Birds at New York Zoological Park

in the New York Herald) can be

traced still further to none other than

the lowly reptile. Fossil birds, to

which we must look for our evidence,

are almost as scarce as fossil men.

In spite of their relative scarcity,

and the miracle of chance by which

they must be found a few bird fossils

are known. From the Cretaceous

rocks of western Kansas, the age of

which is believed to be from six to

seven million years, we have two

ancient creatures, obviously birds, yet

undeniably of reptilian affinities.

Ichthyornis, the size of a pigeon, had

strongly developed wings and evidently

was a bird of strong flight.

Hesperornis, on the other hand,

was a highly specialised aquatic

species, which depended on

its strong legs for its motive

power, the wings being reduced to

mere vestiges. Yet these two birds,

even at that remote time so well

adapted to their respective environ-

ments and so divergent in character,

had reptilian jaws, plentifully

equipped with strong, efficient teeth.

INTERMEDIATE FORM.

But from the Jurassic period,

several millions of years earlier, we

have two fossils that rest at the

foundation of every evolutionist's

belief. This creature, known as

Archaeopteryx, was to perfectly inter-

mediate between reptiles and birds

as to have little to be desired. The

lizard head and jaws well armed with

teeth; the tail was perfectly reptilian,

except that from each component

bone sprang a feather at each side;

its well developed wings must have

been capable of at least some powers

of flight, but three fingers of the fore

limb, instead of being encased in skin,

were free and each was armed with a

strong lizard's claw.

Feathers are the insignia of the bird.

Teeth have disappeared entirely and

the jaws now form a more or less

horny beak. Faint traces of teeth

are believed to be traceable in the

jaws of baby terns, and it is possible

that further examination of bird

embryos may reveal better evidence.

But no adult bird is known to day in

which teeth still exist.

EVIDENCE IN DOMESTIC FOWL.

The bird still carries on its legs the

scales of the reptile, a conspicuous

badge of origin and relationship. The

tumble chicken, dressed for market

and hanging in rows in every

butcher's shop, presents mute

evidence, seen daily by thousands,

but recognised by few.

Less conspicuous but perhaps more

convincing are the claws, usually

rudimentary, which many birds still

retain on their finger tips. The digits

of the fore limb have been so

concocted that they have little of the

appearance of those of the reptile yet

they may still be traced. In most birds

only the thumb and first finger are

plainly seen. The thumb exists as the

free joint near the bend of the wing,

while the first finger is at the extreme

end. In many young birds and some

adults these fingers bear unmistakable

claws. In the ostriches emus and

cassowaries they are large and well

developed. In the ducks and rails

they are smaller but present never-

theless. Usually these claws are

merely leftovers and appear to have

no useful function.

In certain restricted portions of

northern South America lives a bird

known as the hoatzin, strange and

weird as the adults may be it is the

young birds that really amaze us. For

the thumb and forefinger are armed

with sharp, recurved claws, better

developed than in any other known

bird, and, what is more important

they are entirely functional.

INTIMATIONS

JUST RECEIVED

BUTTONS

Special Collection of

VEGETABLE and FLOWER

SEEDS

arranged for.

HONGKONG

at \$10, \$6, \$5 and \$3 per tin.

GRAHA & CO.,

Dealers in Garden Seeds, Postage

Stamps, Artistic Post Cards,

Toys, &c.

No. 10, Wyndham Street,

P. O. Box 520. Hongkong

SHOEMAKERS.

(Japanese Hand Made)

Every kind of Footwear.

MADE TO ORDER.

CHERRY & CO.,

6, D'AGUIAR STREET,

Opposite Kowloon & Co.

Telephone No. 481

Hongkong, March 20, 1914.

JAPANESE MASSAGE.

N. AKAI,

Graduate of Tokyo Massage School,

From 10.30 a.m. to 5 p.m.

No. 2, Queen's Road Central,

2nd Floor.

MASSAGE.

Mrs. HONDA, Mrs. KISAKI and

R. SHIMIDZU,

No. 24, Wyndham Street,

(opposite to the "China Mail")

SWAY HOUSE

HAT MAKER.

No. 18, Wyndham Street.

TANG YUK, DENTIST.

Successor to

the late SIEN TING,

14, D'AGUIAR STREET.

TANG VERY MODERATE.

SPECIALISATION FILL.

THERAPION NO. 1

THERAPION NO. 2

THERAPION NO. 3

THERAPION NO. 4

THERAPION NO. 5

THERAPION NO. 6

THERAPION NO. 7

THERAPION NO. 8

THERAPION NO. 9

THERAPION NO. 10

THERAPION NO. 11

THERAPION NO. 12

THERAPION NO. 13

THERAPION NO. 14

THERAPION NO. 15

THERAPION NO. 16

THERAPION NO. 17

THERAPION NO. 18

THERAPION NO. 19

THERAPION NO. 20

THERAPION NO. 21

THERAPION NO. 22

THERAPION NO. 23

THERAPION NO. 24

THERAPION NO. 25

THERAPION NO. 26

THERAPION NO. 27

THERAPION NO. 28

THERAPION NO. 29

THERAPION NO. 30

THERAPION NO. 31

THERAPION NO. 32

THERAPION NO. 33

THERAPION NO. 34

THERAPION NO. 35

THERAPION NO. 36

THERAPION NO. 37

THERAPION NO. 38

THERAPION NO. 39

THERAPION NO. 40

THERAPION NO. 41

THERAPION NO. 42

THERAPION NO. 43

THERAPION NO. 44

THERAPION NO. 45

THERAPION NO. 46

THERAPION NO. 47

THERAPION NO. 48

THERAPION NO. 49

THERAPION NO. 50

THERAPION NO. 51

THERAPION NO. 52

THERAPION NO. 53

THERAPION NO. 54

THERAPION NO. 55

THERAPION NO. 56

THERAPION NO. 57

THERAPION NO. 58

THERAPION NO. 59

THERAPION NO. 60

THERAPION NO. 61

THERAPION NO. 62

THERAPION NO. 63

THERAPION NO. 64

THERAPION NO. 65

THERAPION NO. 66

THERAPION NO. 67

THERAPION NO. 68

THERAPION NO. 69

THERAPION NO. 70

THERAPION NO. 71

THERAPION NO. 72

THERAPION NO. 73

THERAPION NO. 74

THERAPION NO. 75

THERAPION NO. 76

THERAPION NO. 77

THERAPION NO. 78

THERAPION NO. 79

THERAPION NO. 80

THERAPION NO. 81

THERAPION NO. 82

THERAPION NO. 83

THERAPION NO. 84

THERAPION NO. 85

THERAPION NO. 86

THERAPION NO. 87

THERAPION NO. 88

THERAPION NO. 89

THERAPION NO. 90

THERAPION NO. 91

THERAPION NO. 92

THERAPION NO. 93

THERAPION NO. 94

THERAPION NO. 95

THERAPION NO. 96

THERAPION NO. 97

THERAPION NO. 98

THERAPION NO. 99

THERAPION NO. 100

THERAPION NO. 101

THERAPION NO. 102

THERAPION NO. 103

THERAPION NO. 104

THERAPION NO. 105

THERAPION NO. 106

THERAPION NO. 107

THERAPION NO. 108

THERAPION NO. 109

THERAPION NO. 110

THERAPION NO. 111

THERAPION NO. 112

THERAPION NO. 113

THERAPION NO. 114

THERAPION NO. 115

THERAPION NO. 116

THERAPION NO. 117

THERAPION NO. 118

THERAPION NO. 119

THERAPION NO. 120

THERAPION NO. 121

THERAPION NO. 122

THERAPION NO. 123

THERAPION NO. 124

THERAPION NO. 125

THERAPION NO. 126

THERAPION NO. 127

THERAPION NO. 128

THERAPION NO. 129

THERAPION NO. 130

THERAPION NO. 131

THERAPION NO. 132

THERAPION NO. 133

THERAPION NO. 134

THERAPION NO. 135

THERAPION NO. 136

THERAPION NO. 137

THERAPION NO. 138

THERAPION NO. 139

THERAPION NO. 140

THERAPION NO. 141

THERAPION NO. 142

THERAPION NO. 143

THERAPION NO. 144

THERAPION NO. 145

THERAPION NO. 146

THERAPION NO. 147

THERAPION NO. 148

THERAPION NO. 149

Hughes & Hough

AUCTIONEERS TO THE GOVERNMENT
AND ADMIRALTY.

Coal Contractors
General Brokers.

PUBLIC AUCTIONS

The undersigned have received instructions to sell by Public Auction, (For Account of the Concerned),

WEDNESDAY,
August 9, 1922, commencing at 2:45 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Lee House Street,

TEAKWOOD AND BLACKWOOD FURNITURE, BRASS AND TEAKWOOD TWIN BEDSTEADS, CARPETS,
Comprising:—

Dining Suite, Chesterfield Sofa, Arm-chairs (new), Card and Occasional Tables, Teakwood Twin Bedsteads, large and small, Wardrobes, Dressing Tables and Chair, Washstands, &c., (famed Teakwood), Sideboards, Dining Wagon, Dinner Service, Crockery & Glass Ware, Cooking Stoves, Cutlery, &c., Electro-plated Ware, Vase, S. Lambert Table Plate and Glass Ware.

Also
Electric Reading Lamps, Screens, Sandry Blackwood Furniture, Chairs, Cabinets, Pictures,

And
1 Baby Grand Piano, American, Ice Chest, 2 Express Rides.
(Full Particulars from Catalogue).

Terms: Cash on delivery.
HUGHES & HOUGH,
Auctioneers.
Hongkong, August 2, 1922.

(FOR ACCOUNT OF THE CONCERNED),

FRIDAY,
August 11, 1922, at 11 a.m., at Nos. 17 and 21, Pakhor Street, Samshui,

About 1200 BAGS RED RICE, ex S.S. "Chekiang" from Tourane and Quinhon,
arrived 5th June, 1922.
Terms: Cash on delivery.
HUGHES & HOUGH,
Auctioneers.
Hongkong, August 4, 1922.

MARTIN'S APOLAR STEEL PILLS
This famous remedy for all liver troubles, has been used for many years by the Chinese and is now being introduced into the West. It is a powerful purgative and is said to cure all liver troubles, such as indigestion, constipation, and all other ailments of the liver. It is a most valuable medicine and is highly recommended by all who have used it.

MARTIN'S APOLAR STEEL PILLS
MRS. HAY INOKUCHI.
Telephone K 111.
No. 21, Ashley Road, Kowloon,
Back of Star Theatre.
CERTIFIED EXPERT MASSAGE,
HAND AND ELECTRIC.
About patients referred by arrangement.

Beautiful Things Me to the Living Beautiful.
Our Silk Kimonos combine Art and Beauty never seen before in Hongkong. Remember Silk is for Summer wear. When down town call at 19, Wyndham Street, and inspect our KIMONOS.

WING FAT CHEUNG
SABROU CARDS (MA JONG)
FOR SALE. CARDS MADE OF
IVORY AND FISH BONE.
No. 87, Queen's Road Central,
HONGKONG.
No. 33, Man Han Street East.

NAMSAN & CO.
233 Des Vaux Road West
Photo Engraving and Designing
LITHOGRAPHERS
Tel. 1333.

Sample of Electric Bells in our stock.
Any Shades: Size 12" and 16"
Pink, Yellow, Blue—Colour of flower on edge.
UNIVERSAL ELECTRIC & MACHINERY CO.
Show Room: 11 Wells Lane S. Telephone 1511.

INTIMATIONS.

HONGKONG TRAMWAY COMPANY, LIMITED.
(Incorporated in the United Kingdom)

NOTICE IS HEREBY GIVEN that an INTERIM DIVIDEND of ONE SHILLING per Share on account of the year 1922 has been declared.

The DIVIDEND will be payable on and after WEDNESDAY, the 23rd day of August, 1922, to Shareholders on the Register on TUESDAY, the 8th day of August, 1922, and will be paid to Shareholders on the Colonial (Hongkong) Register at the exchange rate of 2s. 7d. per Dollar.

By Order of the Board,
W. E. ROBERTS,
Secretary.
Hongkong, July 21, 1922.

HONGKONG HOTEL CO., LTD.

NOTICE.

ISSUE OF 17TH FEBRUARY, 1922, OF 109,650 ADDITIONAL SHARES OF THE NOMINAL VALUE OF \$10 AT A PREMIUM OF \$5 EACH (\$3 PER SHARE PAID UP.)

SHAREHOLDERS are reminded that a SECOND INSTALLMENT on the above of \$5 per share (\$3 plus \$2 premium per share) falls due on TUESDAY, the 15th August, 1922. Remittances should be made to the Company's Bankers, the Hongkong & Shanghai Banking Corporation, in Hongkong, on or before that date.

THE REGISTER OF SHARES of the Company will be CLOSED from WEDNESDAY, the 22nd to TUESDAY, the 15th AUGUST, 1922, (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board of Directors,
A. V. WARD,
Acting Secretary.
Hongkong, July 27, 1922.

DIOCESAN GIRLS' SCHOOL, KOWLOON.

THIS SCHOOL will re-open on TUESDAY, September 12th. Boarders return on MONDAY, September 11th.

The Head Mistress will interview all new pupils during the week, September 4th to September 8th, between the hours of 10 a.m. and 1 p.m.

Prospectuses may be had on application at the school.

C. A. FERGUSON,
Head Mistress.
Hongkong, August 4, 1922.

NOTICE.

THE Families of LI IP and SUNG original and sole proprietors of the CHY LOONG (PRESERVED GINGER) Firm, give notice that they have resumed the personal management of this business and the use of the "Cock" Trade mark (which distinguishes the goods of this Firm) and that the Hop Shing Tong (合盛堂) owned by Leung Chik Cho (梁錫初) and Chan Hon U (陳漢如) to whom the same has for some time past been leased and whose lease is now forfeited have no longer any right or authority in respect of the business or the said mark.

Dated this 4th day of August, 1922.

PROPOSAL TO CHANGE A SHIP'S NAME.

I, GEORGE WINSTANLEY BARTON, General Manager of Douglas Steamship Company, Ltd. of Hongkong, hereby give notice that in consequence of a wish to have the below-mentioned Steamer carry a similar name to other Steamers of the Douglas Steamship Company, Ltd. I have applied to the Board of Trade, under Section 47 of the Merchant Shipping Act, 1894, in respect of the ship "TUNGUS" of Tonsberg, Official No. 74812, of Gross tonnage 1825 tons, Register tonnage 1052 tons, heretofore owned by Wilhelmussen's Dampskibsselskab for permission to change her name to "HAIFOONG" and to have her registered in the new name at the port of Hongkong as owned by the Douglas Steamship Company, Ltd.

Any objections to the proposed change of name must be sent to the Registrar of Shipping at Hongkong within Seven (7) days from the appearance of this advertisement.

Dated at Hongkong this 5th day of August, 1922.

GEORGE WINSTANLEY BARTON,
DOUGLAS LAPRAIK & Co.
General Managers.

TAIYO & CO.
JAPANESE
BOOTS AND SHOES
MADE TO ORDER.
No. 12, Wyndham St.

WANT ADVERTISEMENTS

25 WORDS 3 INSERTIONS, \$1. PREPAID.
Each additional word 4 Cents for 3 insertions.

WANTED.

FRENCH LADY TEACHER seeks room or full board in family. French conversation at meals or lessons if desired. Apply Box 1384 c/o "China Mail."

TO LET.

ASTOR HOUSE—A few more rooms to let. Apply at premises.

TO LET—Offices Top Floor Prince's Buildings. Apply Harry Wicking & Co.

FOR SALE.

FOR SALE—2 Seater Buick Motor Car. Six Cylinder 38 H.P. Can be seen by appointment. No reasonable offer refused. Reason for sale Owner left Colony. Apply Box No. 1378, c/o "China Mail."

KERMATH
Dependable Marine Engines
REDUCED PRICES
3 to 40 H.P.
\$135.00 to \$1550.00
F.O.B. Detroit Mich., U.S.A.
All Parts Standard and Interchangeable.
American Bosch Magneto—Impulse coupling.
JERRY
Mr. B. CHRISTIANSEN,
No. 14 Central Avenue,
Shanghai, Canton, China.
Kermath Manufacturing Co., Detroit, Mich., U.S.A.
Cable Address: KERMATH

NIAGARA FALLS CANDY
Operated by the On Lok Yuen Co., Ltd.
29-31, Des Vaux Road Central.
IT'S A BRICK!
YES A BRICK ICE CREAM.
PACKED TO YOUR HOME WITHOUT MELTING ON THE WAY.
FOR SUMMER PARTIES, PICNICS AND OUTINGS THERE IS NO BETTER OR MORE CONVENIENT REFRESHER THAN THE **BRICK ICE CREAM.**
Order through telephone—Our number is 1022 and we will send you a Brick Ice-Cream.

CHILDREN'S DREAMS.

THEIR INTEREST AND VALUE.

Nothing delights a child more than to give an account of his last dream. In collecting evidence with regard to the dreams of children I had, therefore, for (writes Dr. C. W. Kimmins in *Pearson's*) no difficulty in securing as many records, oral or written, for each age as were required to make my conclusions trustworthy both as to variations of the type of dream as the years advance, and as to the great difference which exists between the dream of the normal boy and that of the girl of the same age.

The fairy story has an extraordinary appeal for the very child, because he has the power, denied to adults, of ranging far beyond the limits of ordinary social conventions and of living in a little fairyland world of his own. In this the dream has a very important place, and fits in well with his normal daily experiences. He endows the doll, gollywog, and the teddy-bear with life, and they are often far more real to him than ordinary mortals.

A small child, after long residence in hospital, was asked why on one occasion she kept her favourite doll face downwards in her bed. She explained quite seriously that she feared that the doll might develop bed sores, from which she herself was suffering. The dream, with its grotesque combinations and the extension of the boundaries of daily experiences, confirms the young child's belief in what appears to the adult as childish nonsense.

FEAR-DREAMS.

After a Royal visit to Peckham, a girl of five dreamt "the King and Queen were under my bed eating bread and butter, and a lot of ladies with them."

Children of five and six years of age have many fear-dreams, of which this is typical:—"A tiger came to our house and ate mummy and daddy and my brother and me, and then I woke up and cried and said: 'It isn't true.' At seven years of age more detail is given in the dream, as, for example:—"I dreamt there were burglars in the room, and they lit the fire and sat in a chair and got green curls in the door. There were flowers in the next-door garden; the burglars took them, and they gave me two stamps and a sheet of paper."

At eight years of age children have a great power of vivid description, as may be shown by the following dream of a boy of eight:—

"I cannot tell you my dream last night, but I can tell you my other dream the night before. I dreamt that I was going to be put in the bath to be washed. After I was washed I was wrung out in the mangle. Then I was hung on the line. I was laughing on the line when it started to rain. My mother took me in and ironed me. The iron was hot. And then I woke up."

MARKET PRODUCE IN HONGKONG.

APPROXIMATE RETAIL PRICES.

Butcher Meat.				Poultry.			
	August 2, 1922.	1918.	June 1914.		August 2, 1922.	1918.	June 1914.
	Cts.	Cts.	Cts.		Cts.	Cts.	Cts.
Beef Sirloin, —Mal Leng Pa	24	24	12	Chicken, —Kai Tai	48	30	31
Prime Out	20	24	12	Capon, Small, —Shi Kai	45	28	30
Corned, —Ham Ngau Yuk	23	20	12	Capon, Large, —Shi Kai	52	28	30
Roast, —Shi	24	24	22	Duck, —Ap	33	22	27
Beast, —Ngau Nam	22	20	18	Duck, —Pau Kan	—	—	—
Scop, —Tong Yuk	12	20	18	Eggs, Hen, —Kai Tai (cooking) per doz	10	18	—
Steak, —Ngau Yuk Pa	24	24	22	Eggs, Hen, —Kai Tai (fresh) per doz	20	25	20
Steak Sirloin, —Ngau Lan	32	30	26	Fowls, Canton, —Kai	10	36	24
Sausages, —Ngau Cheung	28	28	20	Fowls, Hainan, —Hot Nam Kai	45	28	—
Bellock's Brains, —Ngau No per set	12	10	12	Geeva, —Nga	30	24	24
Tongue, fresh, —Ngau Lai each 60	10	10	60	Pigeons, Canton, —Pak Kap, each	42	30	—
Tongue, corned, —Ham Ngau Lai each 75 cents	60	—	—	Holbow, —Hol Hau Pak Kap	28	23	2
Head, —Ngau Tau, each 1.00	1.00	1.20	—	Turkeys, Cock, —Fo Kai Kung lb.	60	60	—
Heart, —Ngau Sam, lb.	10	13	14	Turkeys, Hen, —Fo Kai Na	52	48	—
Hump, Salt, —Ngau Kin	22	20	18	Sauces, —Shi Yui, each	22	—	—
Feet, —Ngau Kuek, each 12	10	12	10	Pheasant, —Shan Kai	—	—	—
Kidneys, —Ngau Yiu	12	10	12	Quail, —Om Chan	22	—	20
—Ngau Mei	20	20	22	Partridges, —Che Ku	—	—	—
Liver, —Ngau Kuan, lb.	13	14	14				
Tripe (undressed), Ngau To lb. 2	6	7	—				
Oliver Head and Feet, —Ngau-tai-tai, each	1.20	1.00	1.00				
Mutton Chop, —Yeung Pui Kwai lb.	28	23	—				
Leg, —Yeung Pui	35	28	—				
Shoulder, —Yeung Shau	34	24	24				
Saddle, —Yeung On Yuk	38	18	—				
Pig's Chittlings, —Chu Chong	36	25	27				
Brains, —Chu No, per set	32	12	—				
Feet, —Chu Kuek	15	15	—				
Fry, —Chu Chap	30	15	18				
Head, —Chu Tau	18	20	—				
Heart, —Chu Sau	10	10	10				
Kidneys, —Chu Yiu	10	8	—				
Liver, —Chu Kon	30	30	24				
Pork Chop, —Chu Pui Kwai	27	25	23				
Leg, —Chu Pui	30	28	27				
Loin, —Chu Han Yau	18	18	—				
Eat or Lard, —Chu Yau	22	21	—				
Sho's Head and Feet, —Yeung	75	60	70				
Heart, —Yeung Sam	10	8	7				
Kidneys, —Yeung Yiu	15	12	10				
Liver, —Yeung Kon	35	28	25				
Sucking Pig, to order, —Chu Tai	24	25	22				
Suet, Beef, —Shang Ngau Yau	28	20	18				
Mutton, —Shang Ngau Yau	40	28	24				
Veal, —Ngau Tai Yuk	21	20	19				
Sausages, —Ngau Tai Cheung	32	20	20				
No. 1... lb. 28	—	—	—				

WHAT MALARIA MEANS.

In a paper read before the Royal Colonial Institute dealing with Papua and the Western Pacific, Miss Beatrice Grimshaw had some pertinent remarks to make about malaria. She said:

How is it that the hundreds of people who wish to live in the "South Sea Islands" never contemplate Papua, with its marvellous scenery and rich resources, as a possible home? Fever is the principal barrier. With Fiji the non-malarial countries and across the inevitable dividing line that, in the Pacific, is as important as Wallace's Line in Malaysia, the line that runs about the 105th parallel of latitude, and you come upon the lands where malarial fever is a part of daily life. Fever in the Western Pacific means a trouble that is more or less constant that affects the health of various people in various regions—passes over some altogether, visits others frequently, and kills not many, but a few. It is responsible for a good deal of bad health, but year by year, this lessens as the question of fever treatment and prevention are better understood.

And the decrease will continue; for we are, as yet, only at the beginning of the great fight with malarial fever, which, when won—as it will be won—will give us true empire over the tropics.

We should have conquered the tropics long ago if we had cared to do so. But we did not. So late as Thackeray's times India and the East were places of dreary exile, never visited for pleasure, never settled in as a home, and other hot countries, which might be marked on our colonial maps, simply did not exist in any real sense. Even to-day most people who qualify for Civil Service appointment or undertake plantation management do so with the idea of getting away as soon as they have put by enough to live on at home. They are not always pleased with their lot when they do return to Britain. It is fortunate that an increasing number do re-appear only in the lands of their adoption, for the day is coming when the world's battles will be fought over the possession of the sun lands, in a wide sense than that known as the Great War.

After all, malarial fever is not such a bad exchange for these other terrors. And year by year, as better food is procurable and more variety comes into the lives of settlers, the depressed state of nerves which often brings about fever attacks will be less common. Medicinal science, so far as these Western Pacific countries are concerned, will have to find a shorter way out of the trouble than draining all swamps and waste waters. When a huge main range in a very wet climate is allied to a narrow foothill country, with a limited amount of flat, it is a foregone conclusion that the ranges will drain down on the flats to an extent that no drainage work can cope with. But we may trust medical science to find the way; it is already beginning to see light, on other paths than the one old one which has led so good results elsewhere, but which cannot help lands like Papua.

TEETHING CHILDREN.

Teething children have more or less diarrhoea, which can be controlled by giving Chamberlain's Colic and Diarrhoea Remedy. All that is necessary is to give the prescribed dose after each operation of the bowels more than natural and then use oil to cleanse the system. It is safe and sure. Even the most severe and dangerous cases are quickly cured by it. For sale by all Chemists and druggists.

Burnett's

celebrated London Dry Gin

unique in character and flavour.

Gives that distinctive excellence to a Cocktail.

Blends excellently with Watson's Stone Ginger Beer.

Sole Agents:

A. S. WATSON & CO., LTD.

WINE AND SPIRIT MERCHANTS,

'Phone 616.

Wm. Powell Ltd.
TELEPHONE 346

ON
TUESDAY

ALL

SALE SHOES
HALF PRICE

The China Mail.

TRUTH, JUSTICE, PUBLIC SERVICE.

HONGKONG, MONDAY, AUGUST 7, 1922

REGISTRATION OF PERSONS.

This subject is so profoundly important, and is bound to create so much interest and concern throughout the British Empire, enhancing Hongkong's already somewhat sinister reputation for reactionary legislation, that we cannot afford to leave the discussion of it to our irrepressibly cheerful contributor "Adversarius." He dealt with it on Saturday with some seriousness of feeling underlying his humour; but we cannot help thinking that even "comic relief" is out of place in such a tragedy. It is no less. It is tragic that we should have officials mentally capable of designing such legislation. It is tragic that we should have legislators so intellectually and morally blind as to be able to assent to it. It will be tragic if our public does not awake to the mischief and menace of it. One of our contemporaries with surprising mildness has asked for "official assurance" that the Registration of Persons Bill is not intended as a preliminary to industrial conscription. Such an assurance will probably be forthcoming, and it will not be worth the wind expended in expressing it. There is, there can be, no point in compulsory registration unless it be a step to the compulsory employment of the abilities so registered. So far as we know, there has never been any satisfactory explicit declaration of the objects and reasons of the first registration law. We have heard it suggested that it was a good thing to give the police and the authorities more power over Bolsheviks who might come here to infect us with their pernicious ideas. In that case it could be excused as a piece of panic legislation. Now that no one is any longer scared of the Bolsheviks' big, the time has come, obviously, to repeal the Ordinance and abolish

its extraordinary and un-English powers. It has occurred to some one, it seems, to utilize the discarded weapon for another purpose altogether, as a man might, on giving up shooting, use his rifle as a kitchen poker, first sending it to the smithy for a few structural alterations. That it would be cheaper to buy a new poker was overlooked. The old registration was to detect undesirable. No longer deemed necessary, the marvellous intellect responsible for it thought of using it to detect desirables. These desirables, as was proved recently in a splendid way, need no detection, and certainly not detection under penalty. Any friendly invitation from the Government to give it the information desired would be promptly, thoroughly, and enthusiastically responded to. The Government must know that. Yet it prefers to compel these people to register, gives police officers extraordinary powers over them, and in general treats them as a lot of lazy shirkers. If the Government, doing this, has the cheek to offer assurance that there is no intention toward industrial conscription, it will in the same breath be confessing to one of the most ungrateful, sweeping, and gratuitous insults ever offered to a British community. Save as a preliminary to industrial conscription, the Bill lacks all point. It is as unnecessary as it is offensive. We hope to see it thrown out at the next Council meeting with shouts of scornful laughter, so as to prove that our legislators have awakened from their nightmare, and that commonsense and British traditions have not completely deserted this Colony. Even then we shall have to live down the shameful fact that such a proposal was ever seriously made.

FOR A WEEK STOMACH.

As a general rule all you need to do is to adopt a diet suited to your age and occupation and to keep your bowels regular. When you feel that you have eaten too much and when constipated take one of Chamberlain's Tablets. For sale by all Chemists and Storekeepers.

SWATOW TYPHOON.

FURTHER DETAILS OF TERRIBLE CATASTROPHE.

HUGE DEATH ROLL.

RELIEF FROM HONGKONG.

On Saturday the *China Mail* published a story brought by the s.s. Kueichow of the terrible havoc wrought in Swatow by the typhoon which struck that port on Wednesday last. Amplifications of that account show that the port has suffered terribly. The casualties on Saturday were stated to be 5,000, but later estimates put the number around 20,000, while one ship's officer who has been to Swatow considers that 40,000 would not be a surprising estimate. The town itself is a complete wreck. Apart from the damage caused by the terrific wind there is the devastation following the tidal wave which inundated the town to a depth of some feet. Passengers who have arrived here from Swatow tell of the terrible scenes ashore—the numbers of dead, the wreckage of boats and houses strewn all over the place and carried far inland.

STRANDED SHIPS.

Shipping in the harbour suffered badly. It is now learned that the *Shantung* and the *Tungshing* were driven right across the harbour and are now lying high and dry on the side of a hill. Observers are of opinion that the *Shantung* can be refloated but the *Tungshing* is lying on some rocks and it is thought that it will be impossible to get her off. The *Choyang* is ashore on Port Island, nine miles north of Swatow, and is reported to be almost a hopeless wreck. The *Wa Ming*, a Chinese-owned boat, is on the mud flat up the river. The *Yingchow* is detained in Swatow with a damaged bridge and her steam steering gear and quadrant smashed. Small craft came in for a very bad time. Lifted on the tidal wave they were borne far inland or smashed beyond recognition.

IN SWATOW.

The following description of Swatow was given this morning by Mr. C. Smith, chief engineer of the s.s. "Hydrangea." "We arrived at Swatow on Saturday morning in beautiful weather. Before entering the harbour, on the left hand side were the *Shantung* and the *Tungshing*. The *Shantung* was high and dry at the foot of the mountain, about a mile from deep water, while 400 or 500 yards astern was the *Tungshing* lying between two rocks, one fore and the other aft. Further up the river was the Chinese steamer "Wa Ming," an ex-German ship. She is on the mud flats. We landed from a ship's boat. The boats in Swatow are charging passengers \$5 a head to get ashore. Here dead bodies were floating in the water. Inside the Customs breakwater was a lot of wreckage. One of the mooring lights by the buoys was high and dry. What caused the most suffering was the tidal wave which rose from five to seven feet and lasted for eight hours. We intended to go into the city but could not get through owing to the wreckage, while the stench was awful. I interviewed some Chinese merchants who said they thought the death toll would reach about 40,000 and placed the damage at between twenty and thirty million dollars. This includes not only the city of Swatow but the surrounding country which came in the track of the typhoon. The merchants were of the opinion that the country people must have suffered greatly from the rush of water which spread inland for miles, right up to the foot of the mountains."

SHORT OF COFFINS.

One great difficulty they are experiencing in Swatow is the work of providing coffins. In the mission compound I saw about 300 bodies waiting burial. Everyone has suffered, rich and poor alike. The place presents a terrible aspect. The majority of the houses are damaged. The only places which seem to have stood the blow are the Post Office and the Customs Office which are built of reinforced concrete. Thick telegraph poles buried some feet in the ground have been blown down and some big trees in the main street have been uprooted. The food situation looks like being serious. We gave our food to Europeans. The cargo on the ship had to be brought back as there were no means of discharging.

Mr. Smith was in the *Kinshan* during the 1905 typhoon. That, he says, was nothing to the one which struck Swatow. He was also through the Canton typhoon in 1905 and another at Foochow, but here again he says there is no comparison. While the pinnacles belonging to B. and S. and Jardine's were smashed, that belonging to the China Merchants escaped lightly. The Customs lost their launch, leaving them with a

couple of gigs, while the lighthouse tender which was lying in the basin broke in two. It is expected that a couple of months will elapse before anything again approaching normal conditions obtain in Swatow.

THE SHANTUNG.

Passengers from the *Shantung* were brought to Hongkong by the *Hydrangea*, and they speak of their thrilling experiences on board the stranded ship. The *Shantung* arrived in Swatow on the afternoon of the 2nd from Shanghai. Observatory reports indicated the approach of a typhoon and towards the evening the wind increased in intensity. Two anchors were down and when one of the cables snapped the ship began to drift. Most of the passengers did not realise what was happening until there came a succession of bumps. The ship eventually stranded on a hill about ten miles from the town of Swatow. The worst of the blow was over about at 5 a.m. and later a fishing boat was signalled. By this passengers were taken to Swatow where they boarded the *Hydrangea*.

TYPHOON "ONE VAST BATTLEFIELD."

"HYDRANGEA" OFFICER'S ACCOUNT.

Following the arrival on Saturday morning of the B. and S. steamer "Kueichow" the second vessel to reach Hongkong from Swatow (where she arrived three days after the typhoon) was the *Chuen On* steamer "Hydrangea" which arrived in the harbour yesterday morning.

Giving an account of his experiences the Chief Officer, Mr. E. H. Lawrence said that the first unusual thing that attracted the attention of those aboard the "Hydrangea" was the disappearance of most of the big fishing stakes which should have been showing in the Sugar Loaf Pass.

Next there was the *Shantung* and the *Tungshing* which apparently had been driven right across the harbour of Swatow, high and dry on the side of the hills. As they got further up the harbour they saw a jumbled mass of buildings, some blown down and others with their roofs off. Wherever they looked they could see the disastrous effects of the storm. Godowns were wrecked, pontoons broken and sunk, wharves broken to bits, three steamers aground, the two already mentioned and the "Wa Ming," junks and cargo boats entirely destroyed—this was only some of the enormous damage done. It was impossible to describe the place; it was nothing more or less than one vast battlefield. A conservative estimate put the loss of life in Swatow alone at something in the neighbourhood of 10,000, and as it was reported that the tidal wave went up the river and extended for many miles inland, it was not an unreasonable conjecture that there were double that number of casualties in all. The whole place had been devastated. There was not a house or thing that has not been damaged; the place was full of dead bodies, the stench was unbearable and the streets were blocked with all manner of rubbish.

"WORST DISASTER YET."

"I have been on the China Coast for 38 years and this is far and away the worst disaster I have seen," the Chief Officer said. "I was for 19 years in Manila, where the typhoons 'grow,' and have been through a good many of them. I rode out a heavy typhoon in the 'Fausang' when the ship was nearly lost on the Gang-way Rock about three years ago, and two years ago on 5th November next when in the 'Devawongse' I was in another when in Vungro Bay behind Cape Varilla. But this one beats them all. The tidal wave which swept over the town was responsible for enormous damage. The whole district was inundated and practically all the rice provisions are a total loss. Unless immediate relief is sent the remaining population will be starving in a couple of days. They were already feeling the pinch when we came away. The Harbour Master had to come to the 'Hydrangea' to get some cloth. We gave him a shoulder of mutton, some butter and other things we could spare, which was not very much as the ship being on a short run carries but little in the way of spare provisions."

USELESS AS A PORT.

The "Hydrangea" took to Swatow some 200 tons of cargo, but as all the wharves were demolished and the cargo boats smashed up, it was impossible to unload and they had to bring it all back. Of a hundred lighters, only eight remained. All that

the boat landed was 88 bags of mail and returned with 60 bags and 61 passengers. They did not take on a pound of cargo. Mr. Lawrence remarked upon the fact that practically all the buoys in the harbour were left intact. He estimated that it would take at least two months before Swatow could once again be got into working order as a port. At present it was useless for vessels, other than those which went up for relief purposes, to call.

NO EUROPEAN DEATHS.

Mr. Lawrence confirmed the news that there had been no deaths among the European population. He mentioned that one old European lady had been struck about the head by falling masonry, while another of 80 years, who had relatives in Hongkong, mentally collapsed under the strain. The damage in the European settlement was nothing like so great as in Swatow itself; but many roofs were lifted and the front walls of some of the houses were blown in. On the Swatow side he said it was quite a common sight to see solid concrete walls razed to the ground. All the trees down the central avenue for a distance of 200 yards were rooted up and thrown all over the place.

Messrs. Stocker and Woods, the pilots, have lost their boats, the former's house at Double Island has been considerably damaged and the latter's practically destroyed.

Dead bodies and carcasses are floating about everywhere and a large number are being recovered from among the debris.

The Customs buildings suffered heavily. Chronometers were washed away and an instrument used for meteorological work was discovered on the bund all covered with mud. Old Customs records are a total loss.

LIKE PIECES OF PAPER. The roofs of the lighthouses at the Cape of Good Hope and the Sugar Loaf Island have been swept away, but the lights are burning.

"The scene in the typhoon shelter must have been one of indescribable confusion, the Chief Officer continued. All the boats were smashed up and I would not expect one person in a hundred to come out of it alive."

"I saw posts which carry the electric wires buried between eight and ten feet in the ground literally snapped off. Everything must have been blown about like pieces of paper. If you did not see it with your own eyes no man could imagine such terrible damage could be done in such a short time. The Commissioner of Customs had a very narrow escape, just managing to get out of his house before it was blown to pieces." From the damage done, Mr. Lawrence estimated the velocity of the wind at between 95 and 100 miles an hour. He mentioned incidentally that nothing could stand against a wind with a velocity of 117 miles.

PLIGHT OF THE PEOPLE.

After the flood has come for the people of Swatow the famine. Their plight is pitiable. Homeless, they now find themselves without food and short of water because the tidal wave that swept over the town has filled the wells with brine. Potable water was being sold at Swatow, after the typhoon, at \$5 a canful. It is reckoned that unless relief is sent immediately the whole population will be starving in a couple of days and the Hongkong Government, on learning this, called a special meeting of the Legislative Council and voted \$10,000 towards meeting immediate necessities, also ordering 50 tons of rice and other supplies to be sent at once to Swatow, consigned to the British Consul there. Swatow merchants in Hongkong are also taking steps to inaugurate relief funds and to despatch footstools to the local Chamber of Commerce for distribution amongst the distressed inhabitants of the port.

The Government has decided to send up famine relief as soon as possible by special ship.

Edward Kennedy, an unemployed American seaman, pleaded guilty to a charge of being drunk and incapable at the Magistracy this morning. Mr. Lindsay let him go with a severe caution as he had been locked up for two nights.

H. M. S. "Magadola" collided with a large junk yesterday, the sailing craft being badly holed and sinking in a few minutes. The junk was loaded with 85,000 bricks and sank right in the tracks of the Star Ferries. A danger flag has been fixed to the mast of the junk.

Go to the World Theatre tomorrow to witness how a Western girl thought she could fool a Ranch gang into believing her a man. Essie Barndale, as Betty Craig leads the role in "Two Gun Betty" supported by a powerful cast. The scenery and the play are magnificent and worth seeing.

CORRESPONDENCE.

PROTEST NO. 1. NEXT PLEASE

[To the Editor of the "China Mail,"]

Sir,—Be they gods or devils that direct the affairs of this Colony it is but the act of any man who values his humanity to play the Ajax and defy them. The lightning may treat us as it treated Ajax; still we shall have borne witness to all that is British in us. Atta Boy.

The registration Bill (which should ever become an Ordinance) is every thing that Adversarius calls it. Nay, it is more. It is the invention of men who, too independent to fight the Prussian, imbibed all his philosophy, so that we have the spectacle of Prussianism defeated in the field, defeated (as regards its philosophy) at those centres of learning which most firmly upheld and taught it before the war, but now all a blowing in the legislator's garden of weeds. The first German Ordinances at Home (the Insurance Act and its successors) found the people asleep. Now they are aroused, and no London paper would dare to defend such a Bill as that now under discussion. Must our Colonies be the scene of enactments which no Home Government would have the effrontery to introduce? Are we to see the centre of the Empire throwing off the bonds of servile legislation while the fringes gaily bind themselves therewith?

As a public meeting requires permission from the authorities, which would probably be withheld, I can see no possible way for us who value our liberty but to inaugurate a society, a body of men who will bind themselves to refuse obedience and endure possible prosecution. Let those who feel in this matter as I do forward their names to Adversarius. He can then state in the columns of the paper how many of these there are, and the knowledge may deter the authorities. They cannot prosecute even two hundred determined men. Even if it does not deter them from passing the Bill, surely civil disobedience on a large scale has proved effective in the past? To Hell with Prussianism! Put my name under that of Adversarius. Card enclosed.

Yours faithfully,
ANTI-PRUSSIAN.
Hongkong, August 6, 1922.

PROTEST NO. 2. WAKE UP.

[To the Editor of the "China Mail,"]

Sir,—I offer my humble support to your advertisement's denunciation of the Registration Bill. Cannot we have a public meeting to show our local junkies that we will not have such legislation?

Yours Truly
STRIKE VOLUNTEER

PROTEST THE THIRD 107 MORE WANTED.

[To the Editor of the "China Mail,"]

Sir,—Hitherto, as a comparatively new arrival, I have been regarding "Adversarius" as a buffoon. Saturday shows that his head is screwed on right. I am agast at the new Registration Bill, and ashamed that I waited for this lead before protesting. No one at Home would believe it without proof. Put my name down for any organized opposition that may come.

Yours truly,
ANTI-CONSCRIPTION.

FOURTH PROTEST. HURRY UP.

[To the Editor of the "China Mail,"]

Sir,—I am getting up an urgent, private petition to Col. John Ward M.P., enclosing your article of Saturday, a copy of the Bill, and etc. If, as I hope you will, you make further references, I suggest you send same to him as the most likely way to get it stopped.

Enclosed my card (not for publication.)

Yours truly
LIBERAL IMPERIALIST.

PROTEST NO. 5. ROLL UP, PLEASE.

[To the Editor of the "China Mail,"]

Sir,—As far as I can see the Registration of Persons Bill does not infringe my personal liberty, as I have no skill above the average; but I agree with you it is wrong in principle, and should not pass. I heartily endorse the strong opposition at the next reading, so it may be dropped after all.

Yours etc.,
SEXEX

This sort of thing is fatal. The Huns may retire, but meanwhile, keep on shooting.—Ed. O.M.

SEAMEN'S WAGES.

STRIKE AT SHANGHAI.

CHINA MERCHANTS COY. INVOLVED.

SHANGHAI, August 5.
As a result of no answer being forthcoming from the China Merchants S. N. Company to a third letter from the Shanghai branch of the Chinese Seamen's Union demanding an increase in the scale wages of seamen similar to the agreement reached between the seamen and the shipowners at Hongkong, a strike on several China Merchant steamers is reported.

It is understood that an agreement was sometime ago reached with the other shipping companies and their employees. The China Merchants were not a party thereto but adopted a very strong attitude against increasing wages having granted an increase of five dollars last year.—Reuter.

CHINESE CABINET.

NEW APPOINTMENTS PROMULGATED.

SHANGHAI, August 6.
A Peking mandate issued early this morning promulgates the following cabinet: Premier, Tang Shaoyi; Minister for Foreign Affairs, Dr. Wellington Koo; Minister for the Interior, Tien Wen Lich; Minister for Finance, Kao Lin Hwei; Minister for War, Chang Shou Tseng; Minister for the Navy, Li Ting Si; Minister for Agriculture, and Commerce, Loh Sir; Minister of Communications, Kao Eng Hung; Pending Tan; Shao Yi, assumption Wang Chung Hui will act as Premier.

JAPAN AND WASHINGTON TREATIES.

Tokyo August 5.

The Prince Regent has sanctioned the Washington treaties.—Reuter.

LOCAL AND GENERAL.

Messrs. Lamont Bros. will offer a quantity of wine and brandy for sale on Thursday.

Patrols close on Tuesday at 6 p.m. for the night fete; to be held at the Victoria Recreation Club on Friday next.

Messrs. Deacon, Looker, Deacon and Harrison have \$200,000 they are prepared to advance on first class mortgages.

Major J.W. Clark, representing the Department of Land, Government, of British Columbia, is staying at the Hongkong Hotel.

It is expected that new conditions relative to the employment of cargo boats will be submitted to the Secretary for Chinese Affairs and the Harbour Master within the next few days.

A fine of \$5, as well as an order to pay \$4 compensation, was inflicted on Edward Sherman, an unemployed American seaman, who was drunk in the Seamen's Institute and threw a picture into the harbour.

"DEGRADED" DANCING.

HIRING OF PARTNERS CONDEMNED.

At a conference of the British Association of Teachers of Dancing at Aberdeen in mail week spirited attacks were made on modern dancing practices, particularly in night clubs, dancing palaces, and hotels. Mr. J. D. MacNaughton, Glasgow, said the general tone of the ballroom was fast degenerating. Deportment was conspicuous by its absence, and the rules which must govern all good dancing were burlesqued or ignored. The police had got a move on at last, but surely the police knew that the frequenters of the lower-class clubs were only emulating what had been going on for a considerable time among some of those who frequented the most exclusive hotels and clubs. The first-class places were more dangerous than the secondary, because of their respectability and the confidence reposed in their good management.

The public could not shut their eyes to the fact that tragedy, after tragedy, was directly traceable to the environment of the modern dance emporium.

The methods adopted of seducing men and women and luring them out for gain as dance partners were both disgusting and degrading. The situation was much more serious than it was commonly believed to be.

NEW C.P.S. STEAMER.

THE "EMPERESS OF AUSTRALIA"

The "Empress of Australia" left the Clyde on June 1, for Vancouver, via the Panama Canal, and arrived at that port on the 19th July. She sailed from Vancouver on her maiden trip across the Pacific on the 29th July, and is due to arrive in Yokohama on the 9th August, Shanghai on the 13th, Manila on the 17th and Hongkong on the 19th August. This vessel has a tonnage of about 21,500, a length of 688 feet, and has been fitted to burn oil fuel. Her accommodation provides for over nine hundred European passengers in three classes. She is intended for service on the Pacific between Vancouver and Hongkong. In this service she will work in co-operation with a three other of the Company's vessels, the "Empress of Canada," "Empress of Russia" and "Empress of Asia."

A REPARATION VESSEL.

The "Empress of Australia" was built at the Vulcan Works, Stettin, for the Hamburg-America Line, and was originally named "Tirpitz". She was launched in 1913, but, owing to the war was not completed until 1921, when she was retained as a reparation tonnage, and was handed over to the British Government, from whom she was purchased by the Canadian Pacific Railway. Since the purchase the vessel has undergone a very extensive overhaul and has been adapted for burning oil fuel instead of coal. The public rooms have been entirely refurnished, and provision has been made for the accommodation of Asiatic storage passengers. The heating accommodation has also been brought into line with the particular requirements of the company, and new boats of the latest collapsible type have been fitted under existing lifeboats, these lifeboats being overhauled and thoroughly equipped for efficient service.

CONSTRUCTIONAL DETAILS.

The principal dimensions of the "Empress of Australia" are: Length, 688 ft.; breadth, 75 ft.; and depth, to upper deck, 45 ft. 2 1/2 in. She is of the shelter deck type, with a continuous bridge deck extending the full length of the vessel. Above the bridge deck there are lower and upper promenade decks extending fully half length of the vessel, and above the upper promenade deck there is a boat deck. There are two complete tween deck below the shelter deck, and lower and orlop decks at the fore end, and lower decks at the after end, of the ship. The vessel has a straight stem, elliptical stern, three funnels and two masts, and has a very handsome appearance. The "Empress of Australia" is classed A1 at Lloyd's, has a full Board of Trade certificate as a passenger ship and is well subdivided by water-tight bulkheads. There is a cellular double bottom extending fore and aft for almost the complete length of the vessel. Oil fuel is carried in the forward bunkers, and there are large cargo compartments forward and aft of the engine and boiler rooms.

PASSENGER ACCOMMODATION.

Spacious and well-fitted accommodation is provided for about 400 first-class, 165 second class, 360 third-class, and 670 Asiatic stowage, together with a crew of about 520. The first class accommodation is arranged on "A," "B," "C," "D" and "E" decks in large staterooms for one, two, and three persons each, all these staterooms being fitted with beds, and there being no upper berths in any of the first-class rooms. In addition, there are eight large suites with private bath and toilet. The two suites on "B" deck comprise a dining room, bedroom, bathroom and toilet, maid or valet's room, and also a large boxroom. The suites are fitted up in a luxurious style, and the salon has very large square windows at ship's side, giving it an extremely light and airy appearance. Two other large suites on this deck forward each contain a sitting room, bedroom, bath room and toilet, also a large boxroom, and each suite is so arranged that a large additional bedroom can be added if required. The other two aftermost suites on this deck are so arranged that they can be let as a large bedroom with private sitting room and toilet, a sliding door being fitted between the two rooms. Two other large suites each comprising sitting room, bedroom, private bathroom and toilet, also large boxroom are situated on "C" deck amidships.

DINING SALOONS.

There is a large dining saloon for first-class passengers situated on "C" deck, which is capable of accommodating over 330 people at one sitting, the tables being arranged for small parties of from two to six people. In addition, there are two small private dining saloons leading off the main dining saloon, each of these being capable of seating twenty persons. The total seating accommodation is, therefore, over 370 at one sitting. The main dining saloon is one of the most luxurious in the fleet. It has a very

large central dome, or well, extending two deck heights, fitted with large opening windows on to the "A" deck passageways, and having three large carved brass chandeliers in the dome. Four large paintings, copies of old masters, are hung on the sides of this dome. The dining room is decorated in the Louis XVI style, walls and ceiling being white enameled, antique finish with gilt enrichment, and the furniture is of mahogany. At the after end of the dining saloon there is a large musicians' gallery.

OTHER PUBLIC ROOMS.

The lounge for first-class passengers is situated on "A" deck and is a large compartment decorated in the Empire style, the wall and ceiling being finished in green with gilt enrichments. A feature of this lounge is the absence of pillars, the roof being built on the cantilever principle with a large decorative glazed dome. Four large carved gilt sixteen-light torchiers together with the ceiling fixtures, provide brilliant lighting at night, and there are ten large oriel windows in the room. The floor is of parquetry, covered with carpets, the centre carpet being removable to provide suitable dancing space. The furniture is of satin wood with carved and gilded enrichments, and upholstered in silk with curtains to suit, the colour scheme being violet and brown. The first class ladies' room, which is situated on "A" deck, adjacent to the lounge, is decorated in the Louis XVI style finished in white enamel with gilt enrichment. This room is furnished with china cabinets, and settees. The first class smoke room on "A" deck, is in the Louis XVI style with oak panelled walls and white ceiling. Tapestry and leather covered chairs and settees, card tables, writing tables, and cigar cabinet comprise the furnishing of this room. The first class writing room on "A" deck off the main entrance hall is decorated in Louis XVI style, with tinted walls and white enameled ceiling, and the furniture is of mahogany. There is a first class card room on "A" deck on the port side aft of the smoke room, and a large verandah cafe at after end of this deck.

SWIMMING BATHS AND PROMENADES.

A children's room is arranged for on starboard side after end of "A" deck. A large swimming bath for first class passengers, situated on "E" deck, is decorated in the Pompeian style, and fitted with individual dressing rooms, lavatory and showers. There is also an electric bath on "C" deck, fitted with the most up-to-date appliances. The main entrance hall on "A" deck is finished in white enamel, and has a large circular dome light. Two wide staircases and two passenger lifts lead from this entrance down to all the first class accommodation. At the forward end of the hall there are two kiosks, one for flowers and one for general sales. Both ladies' and gentlemen's barbers' shops are provided on "C" deck, and, in addition to the foregoing, there is an information bureau, stenographer, manicurist, dispensary, etc. provided for. The first class promenade space is extensive, there being over 300 ft. on "A" deck, and 100 ft. on "B" deck. Toward forward end of "A" deck is screened off in steel, with large glass windows for about 70 ft. on each side.

SECOND AND THIRD CLASS ACCOMMODATION.

The second class passengers are accommodated on "B" and "F" decks in staterooms for two, three and four persons each. All these staterooms are large and well fitted up, and are of the Bibby type. The second class dining saloon is situated on "C" deck, and is finished in white enameled walls and ceiling. It is arranged to accommodate 148 people at one sitting. On "B" deck there is a second class ladies' lounge decorated in white enamel, with silk panelled walls and with satinwood furniture. There is also a second class smoke room, with mahogany panelled walls and white ceiling, and fitted up with writing tables, card tables, seats and arm chairs, upholstered in green leather. Ample promenade space is provided for the second class passengers on "C" deck. The third class passengers are accommodated in rooms on "B," "F" and "G" decks. These staterooms accommodate from four to six persons each, and are fitted up in the latest style for this class on the Pacific service. The third class dining saloon, situated on "D" deck, is capable of seating 184 persons at one sitting. A third class lounge, also a third class smoke room are provided for on "C" deck, and ample promenade space is arranged for third class passengers on "D" deck aft. The Asiatic stowage passengers are accommodated on "B," "F" and "G" decks forward in open berths.

KITCHENS AND PANTRIES.

The captain and officers are accommodated in rooms at the forward end of the boat and "A" decks, and the remainder of the crew are on "D," "E" and "F" decks. All the crew accommodation has been entirely re-

arranged and brought up to date. The kitchens and pantries for the first and second class are situated on "D" decks below, and between the first and second class dining saloons, and separate stairways have been arranged into each saloon, ensuring a quick and efficient service. All the latest improvements have been supplied, and these spaces are equipped in the most up-to-date fashion. Separate kitchens and pantries are fitted up forward and aft for the third class and Asiatic stowage. The vessel is ventilated and heated in a very elaborate manner the air of the public rooms and cabins being changed automatically every few minutes without creating any draught.

EQUIPMENT.

The cargo handling equipment is operated by powerful steam winches, and is fitted with the most modern requirements. It is operated by hydraulic power controlled either individually or collectively from the navigating bridge as well as from the door itself. A complete system of wireless telegraphy, including a large installation and apparatus for taking wireless bearings, has been installed. Submarine signalling and electric clocks are fitted, also the most modern type of gyro compass, these various automatic devices giving increased safety in navigation. The vessel has been fitted with a large bilge keel to minimise rolling, and she is also fitted with special heeling tanks on the ship's side by means of which she can be kept upright at all times. Large provision store rooms, both insulated and ordinary, are arranged for.

PROPELLING MACHINERY.

The ship is propelled by two sets of "Curtis Parsons" combination turbines driving twin screws and fitted with Hottinger transformer gear. The two sets of engines together will indicate about 18,000 s.h.p. The boiler installation comprises fourteen water tube boilers fitted with three furnaces each, the working pressure being 240 lbs. per sq. in. The vessel was originally fitted with coal bunkers, and was intended to burn coal on service. In order that her speed may be fully maintained, and taking into account the great advantages which are obtained with oil fuel on passenger ships, she has been, during her recent refitting, fitted with oil fuel bunkers for carrying oil fuel and a complete installation for burning oil fuel in the boilers has been installed. This will make it quite certain that the vessel will be able to maintain her speed and time schedule with more certainty than if she had remained a coal-burning ship. The installation of auxiliary machinery is very complete, the steam heating, electric lighting and refrigerating plants are all up to date, and ensure that the comfort of passengers in respect of these matters is amply provided for.

MARRIED 7 WOMEN.

A "PROFESSIONAL BIGAMIST."

A man who married six women in addition to his lawful wife was sentenced to five years penal servitude at the Old Bailey. He was Arthur Lazarus, 31, a kitchen porter, a Russian by birth and it was stated all his bigamous wives were unfortunately of foreign nationality, who married him to become British subjects. Mr. H. D. Roome, who prosecuted, described him as a professional bigamist.

He pleaded guilty and said that he was asked to marry the woman by foreigners whom he met in West End public-houses. In the first case a man offered him £20 to marry the girl, and he was given that amount immediately after the ceremony at the Marrybone Register Office. He never lived with the girl. The other marriages were at register offices at Lambeth, Shepherd's Bush, Paddington, Holborn, and at St. George's, Hanover-square. He left his "wives" at the office doors, receiving sums for marrying them varying from £12 to £20.

Inspector Frank Everleigh said Lazarus was a member of a gang that lived on prostitution, but he would not disclose the names of his associates. Their object in getting the women married was to prevent their deportation in case of conviction. Lazarus married three of the women between December 9 and December 31, 1921.

GOOD TIME COMING.

PERFECT ION IN 1925, SAYS AMERICAN JUDGE.

Ten thousand men and women listening solemnly to the statement that in 1925 will come an era when bald headed men will become hirsute, the dead will rise, and undertakers will go out of business—this was the somewhat curious spectacle presented by the interior of the Royal Albert Hall in mail week. The speaker was Judge Rutherford, an American and the president of the International Bible Students' Association, who claims that the Scriptures show that by 1925 the world's troubles will reach a climax and then subside, followed quickly by the "desire of all nations; namely, peace, prosperity, life, liberty, and happiness." Millions of people then, he claims, will be restored to perfection and live upon the earth for ever. The audience contained as many women as, if not more than, men. For the most part they were very serious-looking people, and save for an occasional outburst of applause and a few interruptions they listened in silence. Judge Rutherford's address, which was thickly studded with scriptural quotations.

TO-DAY'S ADVERTISEMENTS.

VICTORIA RECREATION CLUB.

NIGHT FETE to be held on FRIDAY the 11th inst commencing at 8 p.m.

- Programme.
1. 100 yards Interport Trial.
 2. Four Lengths Boys (Handicap)
 3. 2 " Ladies (Handicap)
 4. 2 " Girls
 5. Running Header.
 6. Team Race (Members Only) 6 Aside.
 7. 2 Lengths Handicap (Combined to H. M. Forces)
 8. Water Polo.

Entries close on THURSDAY the 8th inst. at 6 p.m. to be sent to the Hon. Secretary V. R. C.

A. McKIRDY, Hon. Secretary.
Hongkong, August 7, 1922.

NOTICE.

MAJOR J. W. CLARK representing the Department of Land, Government of British Columbia, is at present staying at the Hongkong Hotel and will be glad to furnish information to anyone interested in British Columbia.

MAJOR CLARK sails on the "Empress of Russia," August 10th.

Hongkong, August 7, 1922.

MORTGAGE INVESTMENTS WANTED.

MESSRS. DEACON, LOCKER, DEACON & HARRISON, of No. 1 Des Voeux Road Central, Solicitors, have for investment the sum of \$200,000, and are prepared to consider applications for the advancement of the same on first class Mortgages of house property.

WANTED.

EUROPEAN Firm wants immediately. Assistant Book-keeper ("Chinese") who can use typewriter. Apply own handwriting, stating age, experience, salary required to Box No. 1395, c/o "China Mail."

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction ON

THURSDAY, Aug. 10 1922, commencing at 11 a.m. at their Sales Room, Duddell Street, 6 cases "Golden State" Champagne (p.s.) 51 cases Hock 16 cases Brandy 60 cases Old *** Brandy. Terms:—Cash on delivery.

LAMBERT BROS. Auctioneers.

KEEP IT HANDY.

Immediate relief is necessary in attacks of diarrhoea. Chamberlain's Colic and Diarrhoea Remedy should always be on hand. For sale by all Chemists and Storekeepers.

THE TELEPHONE HANDBOOK.

The Second issue of the TELEPHONE HANDBOOK is published TO-DAY.

The TELEPHONE HANDBOOK consists of an up-to-date and accurate index of Telephone Subscribers, the numbers being given in sequence.

SPECIMEN PAGE

- | | |
|------------|--|
| Central—22 | The Newspaper Enterprise Ltd., 5, Wyndham Street |
| do 22 | "China Mail" (Newspaper), 5, Wyndham Street |
| Peak—22 | Bridger, R. L., Residence, 55, Peak |
| Kowloon—22 | Green Island Cement Co., Ltd., Cement Works, Hokun |
| Central—23 | Jordan, Forsyth, Grove & Aubrey, Drs., Alexandra Buildings |
| Peak—23 | Enterfield and Swire, Mr. H. W. Kent, Residence |
| Kowloon—23 | Ye Fong Chan, 135, Temple Street, Yau-mat |
| Central—24 | Tak Shun Bank, 155, Queen's Road Central |
| Peak—24 | Ball, A. Dyer, Residence, 51, The Peak |
| Kowloon—24 | Dixon, H., Residence, 4, Lyceum Villas, Chatham Road |
| Central—25 | Hongkong and Whampoa Dock Co., Aberdeen Dock, Aberdeen |
| Peak—25 | Hongkong & Whampoa Dock Co., Chief Manager's Residence |
| Peak—25 | Dyer, R. M., Residence |

The TELEPHONE HANDBOOK has met a want which has long been felt amongst users of the Telephone, as it provides an easy means of ascertaining the name of the Subscriber without the necessity of a search through the ordinary alphabetical directory.

The TELEPHONE HANDBOOK costs \$1 per copy and is sold on the strict understanding that on the publication of a new one the old one will be returned to the publishers. This proviso is made in the interests of Subscribers in view of the frequent changes that take place.

ORDER

THE HONGKONG DOLLAR DIRECTORY CO. 5, Wyndham St. Please supply me with copy of the July—December 1922 issue of the Telephone Handbook at \$1 per copy. I agree to return this copy to you on application when a new Handbook is published.

Cash enclosed \$.....

Address

Tel. No.

HAND MADE UNDIES.

We have a large selection of chic styles in all garments made from Silk, Tarantulle, etc.



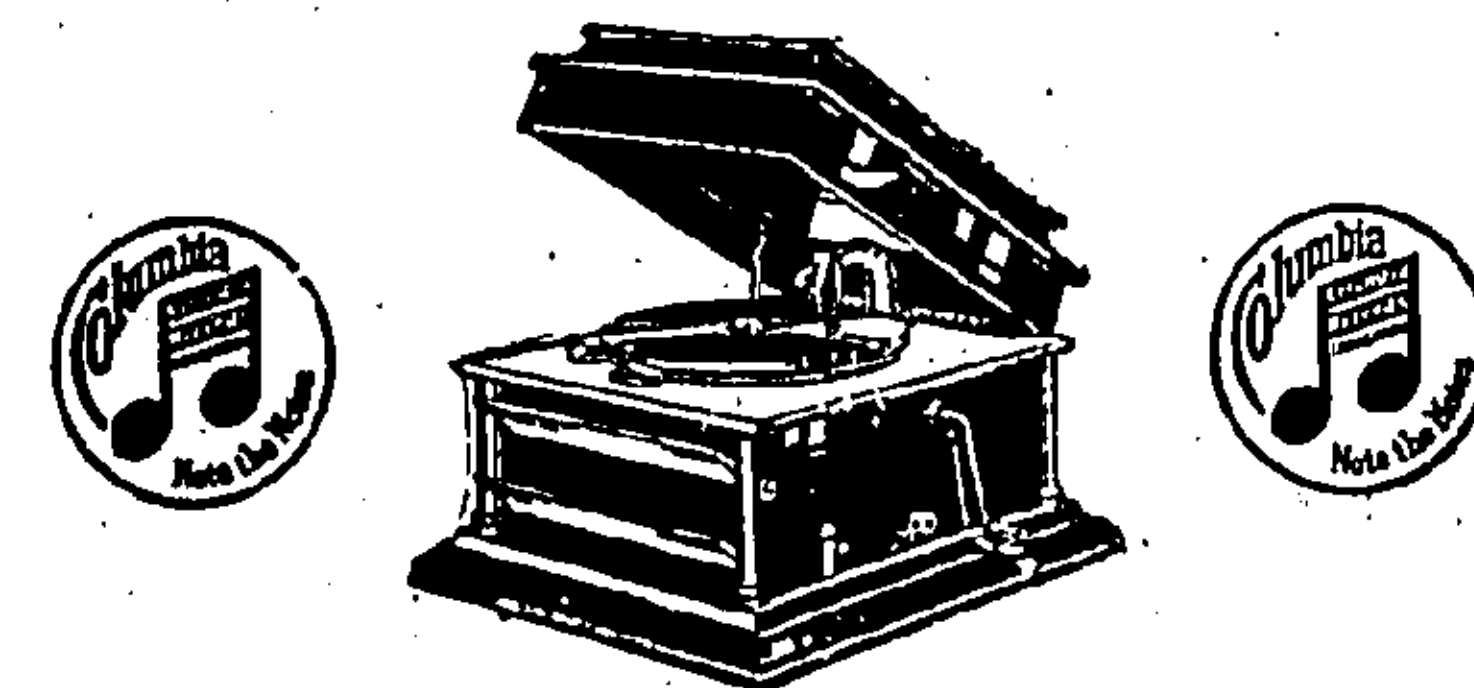
KAYSER'S SILK & COTTON UNDERVESTS

ITALIAN SILK HOSIERY

SOUTHALL'S SANITARY SPECIALITIES

LANE, CRAWFORD, LTD.

Columbia Grafonolas



Prices From \$60.00

ANDERSON'S (Opposite City Hall)

THE BLUE BIRD CO.

Refreshment Parlour and Candy Store.
No. 164 Des Voeux Road, Central.
(Opposite to A. S. Watson Dispensary).

Large quantity in stock of Sego Evaporated Milk at 20 Cents per tin.
Mackintosh Toffee, Caramel and American Pine Nuts.

Sole Agents:—

Suzuki & Co.

SAKURA BEER
Alexandra Buildings.
Tel. 468 & 467.

DRAGON MOTOR CAR CO., LTD.

(THE EUROPEAN GARAGE.)

Open and Closed

CARS FOR HIRE

TEL. 482 in Hongkong and Kowloon. TEL. 3552 482

"KING GEORGE IV." WHISKY

THE TOP NOTCH OF SCOTCH.

RIPE IN YEARS

RARE IN QUALITY.

The Distillers Company, Limited.

Edinburgh.



SOLE AGENTS:—

GANDE, PRICE & CO., LTD.

WINE & SPIRIT MERCHANTS,

8, QUEEN'S ROAD CENTRAL HONGKONG.

SHIPPING

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE

8 Hugs. - To Canton daily at 8 a.m. and 10 p.m. (Sundays 10 p.m. only)
From Canton daily at 8 a.m. and 5 p.m. (Sundays 5 p.m. only)

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE

Sailings: - To Macao - Daily at 8 a.m. and 2 p.m. (Sundays at 9 a.m. only).
From Macao - Daily at 8 a.m. and 2 p.m. (Sundays at 5 p.m. only).

Further information may be obtained at the Company's Office, 44 Des Voeux Road Central, Messrs. Tnos Cook & Son, or the American Express Company, Hongkong.

DODWELL & COMPANY, LTD.

NEW YORK BERTH
FOR NEW YORK AND BOSTON

S.S. "EGREMONT CASTLE" Sailing on or about 8th August.
S.S. "DAIRE CASTLE" Sailing middle of September.

LLOYD TRIESTINO

TAKING CARGO ON THROUGH BILLS OF LADING
FOR LEVANT, BLACK SEA & DANUBE PORTS.

PIUM having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI.]

S.S. "TRACIA" Sailing on or about 10th August.

FOR BRINDISI, VENICE, AND TRIESTE.]

S.S. "TRACIA" Sailing on or about 5th Sept.

Passenger's Luggage can be insured at the office of the Agents.

NATAL LINE OF STEAMERS]

Regular Passenger and Cargo Service

FROM CALCUTTA TO

SOUTH AFRICAN PORTS

S. S. "UMONA" Sailing 30th August.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:-

DODWELL & CO., LTD., Agents.

OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON ANTWERP & HAMBURG, MARSEILLES - Monthly direct service via Singapore and Port Said.

ARGON MARU Monday, 14th August

BUENOS AIRES - Rio de Janeiro, Santos, Montevideo, Bahia, and Cape Town via Singapore and Port Said.

CANADA MARU Tuesday, 22nd August

SCANDY & COLOMBO - Regular fortnightly service via SINGAPORE.

H KOLU MARU Tuesday, 8th August

DELA & BANGKOK via SAIGON & SINGAPORE - Regular Monthly PASSENGER service.

BUSBO MARU Friday, 1st September

CALCUTTA - Fortnightly service via Singapore, Penang and Rangoon.

VICTORIA, VANCOUVER, SEATTLE & TACOMA - Via Shanghai and Peking - Taking cargo to OVERLAND POINTS U.S.A. Canada. Passenger Service.

NEW YORK. Via PANAMA.

HAQUE MARU Saturday, 19th August

NEW ORLEANS. Via SUEZ.

SUMATRA MARU Sunday, 3rd Sept.

JAPAN PORTS - Kobe & Yokohama via Shanghai.

ALTAI MARU Thursday, 28th Sept.

SEELONG via SWATOW & AMOY. These steamers have excellent accommodation for 1st and 2nd class saloon passengers.

OSHI MARU Sunday 6th August.

TEKAO via SWATOW and AMOY.

SOROKO MARU Thursday, 10th Aug.

For sailing dates and further particulars please apply to:-

Y. YASUDA, Manager, No. 1, Queen's Building.

Tel No 409.

JOINT SERVICE OF THE

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LD & CHINA MUTUAL S.S. CO., LD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LD.)

SAILINGS FROM HONGKONG.

S.S. "TELEMACHUS" via Suez Canal 15th August.

S.S. "CITY OF BAGDAD" via Suez Canal 25th August.

Steamers proceed via Suez Canal or Panama Canal at Owners' Option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG

(JOHN SWIRE & SONS, LTD.)

HONGKONG & CANTON

REISS & CO.,

CANTON.

THE KWONG HIP LUNG CO., LTD.

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON

FOUNDERS. All work done in this establishment is guaranteed. We have

over thirty years' experience. We own two shipways and can accommodate any craft

of 300 feet long.

Yard Office: 51, QUEEN'S ROAD CENTRAL, HONGKONG. Telephone No. 414.

Shipping: 31, Des Voeux Road, Hongkong. Telephone No. 2.

Estimates furnished on application.

Hongkong, April 1, 1911.

SHIPPING

CANADIAN PACIFIC STEAMSHIPS LIMITED

HOME VIA CANADA

Hongkong to England.

VIA SHANGHAI, NAGASAKI, KOREA, YOKOHAMA, VANCOUVER & MONTREAL.

	From Hongkong	Due Vancouver.		From St. John.	Due England.
E/Russia.	Aug. 10	Aug. 25	F/France	Sept. 5	Sept. 12
E/Australia	Aug. 24	Sept. 11	E/Scotland	Sept. 19	Sept. 26
E/Asia	Sept. 7	Sept. 25	E/France	Oct. 3	Oct. 10
E/Canada	Sept. 21	Oct. 9	E/Scotland	Oct. 7	Oct. 24
E/Russia.	Oct. 5	Oct. 23	E/France	Oct. 21	Nov. 6
E/Australia	Oct. 19	Nov. 6	E/Scotland	Nov. 14	Nov. 21

Other Atlantic Sailings every few days to Liverpool, Southampton,
Glasgow, Antwerp, Cleberburg and Hamburg.

Allotment of Cabins on Atlantic liners and through tickets issued.

Every reservation necessary.

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cleburne and Hamburg. Allotment of Cabin on Atlantic steamers held here and through tickets issued. Early reservation necessary.

Three Transcontinental Trains Daily. Standard Sleeping Cars, Compartments & Dining Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

"CANADIAN PACIFIC THROUGHOUT"

CANADIAN PACIFIC STEAMSHIPS, LIMITED.

Hongkong Office. Telephone 752. Cable Address CACANPAC.

CHINA MAIL S.S. CO., LTD.

(INCORPORATED IN U.S.A.)

OPERATING FAST FREIGHT AND PASSENGER STEAMERS

"NANKING" "CHINA" "NILE" "GORJISTAN"

"ARMANESTAN"

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

FIRST CLASS FARE TO EUROPEAN PORTS

Minimum Rate U.S.G. \$877.00

Maximum Rate U.S.G. \$920.00

First Class Accommodation Throughout.

Trans-Pacific Service

HONGKONG TO SAN FRANCISCO, VIA SHANGHAI, NAGASAKI,

YOKOHAMA AND HONOLULU.

S.S. "NANKING" S.S. "CHINA" S.S. "NILE"

August 10th. September 16th. September 30th.

Java Service

HONGKONG TO AMOY, SINGAPORE AND JAVA PORTS.

S.S. "GORJISTAN" S.S. "ARMANESTAN"

on or about August 22nd. August 7th 10 a.m.

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada

Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

C. T. SURRIDGE, GENERAL AGENT

PRINCE'S BUILDING, 105, QUEEN'S ROAD CENTRAL, HONGKONG.

Telephone, Passenger Dept. Tel. FAKHONG DEPT. & AGENT. No. 1834.

Cable add. "CHINA MAIL"

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good

Accommodation for First Class Passengers. Electric Light and Fans in Staterooms

and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOCHOW.

AND BEYOND.

(Occupying 9 to 10 Days)

HAICHONG Capt. J. S. Thomson... FRIDAY, 11th Aug. at 1 p.m.

SWATOW.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For FREIGHT and PASSAGE apply to:-

DOUGLAS LAFRAIK & Co.

General Managers.

AMERICAN & ORIENTAL LINE.

NEW YORK VIA SUEZ

Subject to change without notice.

ORIENTAL AFRICAN LINE.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading to HONGKONG to BEIRA,

DELAGOA BAY DURBAN (with EAST LONDON, PORT ELIZABETH and

CAPE TOWN direct or with transshipment) - CALCUTTA and/or COLOMBO.

For particulars apply to:-

THE BANK LINE, LTD.,

MANAGING AGENTS

"ELLERMAN" LINE.

(Ellerman & Bucknall S.S. Co., Ltd.)

FREIGHT & PASSENGER SERVICE.

OUTWARDS

HOMWARDS.

S.S. "CITY OF MANCHESTER" 28th August (Marseilles, London, Antwerp,

and Hamburg).

Subject to change without notice.

For particulars of freight and passenger rates apply to:-

THE BANK LINE, LTD.

General Agents.

10 to 12, 13 & 14, Queen's Road Central, HONGKONG.

SHIPPING

C. N. C. CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

FROM	TO	DATE
SWATOW AND SHANGHAI	CHIAKIANG	August 7th 4 p.m.
HOIHOW, PAKHOI AND HAIPHONG	KAIFONG	August 8th 4 p.m.
SWATOW, SHANGHAI AND TIENTSIN	LI-KOOW	August 8th 4 p.m.
SWATOW AND BANGKOK	RAVIV	August 8th 4 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN	EUICHU	August 9th 4 p.m.
AMOY AND SHANGHAI	FOOCHOW	August 10th 4 p.m.
SHANGHAI AND TIENTSIN	KANGHOU	August 10th 4 p.m.
MANILA, CEBU AND HOLO	TANING	August 15th 4 p.m.

SIAMSE STEAMSHIP CO.

BANGKOK DOK SAMUD August 8th 4 p.m.

SHANGHAI LINE - PASSENGERS, MAIL and CARGO. Excellent accommodation midships. Electric Fans in Saloon and State rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE - Weekly Service to and from Bangkok via Swatow.

For Freight or Passage apply to:-

BUTTERFIELD & SWIRE,

(John Swire & Sons Ltd.)

AGENTS.

Telephone No. 16.

STRUTHERS & BARRY.

MANAGING AGENTS - UNITED STATES SHIPPING BOARD.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO

FROM HONGKONG BY DIRECT ROUTE.

"Apus" Due Hongkong 16th August.

"West Ivan" Leave Hongkong 21st August.

Leave Hongkong 1st Sept.

Leave Hongkong 3rd Sept.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY

SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF

LADING ISSUED TO U.S. AND CANADIAN OVERLAND PORTS.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

FOR FULL INFORMATION APPLY TO

STRUTHERS & BARRY.

L. EVERETT, General Agent for JAPAN-CHINA-PHILIPPINES

1st Floor, Powell's Building, Phone No. 300.

G. F. BRADFORD, Res. Agent.

INDO-CHINA STRAITS AND JAVA.

HAMBURG-AMERIKA LINE

M/V "RHEINLAND" Loading about 5th August for Rotterdam and

Hamburg etc.

S/S "EMDEN" Loading about 28th August for Valencia, Rotterdam

and Hamburg etc.

M/V "HAVELLAND" Due August from Rotterdam & Hamburg etc.

AGENTS:

ARNHOLD BROTHERS & CO., LTD.

1a, Charter Road. Phone No. 1500.

Canton - Carlowitz & Co. Macao - A. A. de Mello.

Swatow - Gehrder & Co. Amoy - Fassad & Co.

Fochow - Siemens & Krohn. Manila - E. Vieregmann & Co.

PORTLAND DIRECT

COLUMBIA PACIFIC SHIPPING CO.

(Operated for a/c of U. S. Shipping Board)

VESSELS

"WEST KEATS" Due HONGKONG about 10th Aug.

"WEST KATER" Due HONGKONG about 2nd Sept.

SAILING

about 11th Aug.

ARNHOLD BROTHERS & CO., LTD.

1a, Charter Road. Phone 1500.

KERR STEAMSHIP CO. INC N.Y.

REGULAR MONTHLY SERVICE Between

JAPAN, CHINA, MANILA AND NEW YORK

via PANAMA CANAL

Steamer From Expected Sailing For

"TILTHORN" New York Aug. 1st.

For Freight and Further Particulars apply to

SHEWAN, TOMES & CO.,

Agents.

SAIGON, SWATOW, SINGAPORE AND HOIHOW RUN.

S.S. "CHEFOO" sailing via Japan ports Shanghai and Manila, on

July 28 and is due here on Aug. 18.

The P.M.S. s.s. "President Lincoln" left San Francisco on July 21 and is

due here on August 15, with 1,400 tons of cargo, and full complement

passengers for Japan ports and the Orient.

The B. & S. s.s. "Laurel" left Liverpool on July 27 for Hongkong,

Shanghai, Taku and Daire and is due here on or about August 23.

The B. F. s.s. "Antichius" left Liverpool on July 29 for Suez, Hongkong,

Shanghai and Japan and is due here on or about August 31.

The B. F. s.s. "Talthybius" from Pacific ports left Seattle on Aug. 2 and is due here on or about Sept. 1.

The B. & S. s.s. "Ajax" from New York left Suez on July 29 for Suez,

Manila and Hongkong and is due here on or about Sept. 1.

WING CHEUNG & CO.

SHIP CHANDLERS

AND

SHIPPING

P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES INCORPORATED IN ENGLAND).
MAIL AND PASSENGER SERVICES
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST
INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA,
INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, RED
SEA, SOYPT, EUROPE, &c.

**PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.**
(Under Contract with H.M. Government.)

S. S.	Tons	From Hongkong (about)	Destination
"SARDINIA"	6,781	10th Aug.	MARSHALLS, LONDON & A'warp.
"SICILIA"	6,781	18th Aug.	do, Penang, Col'bo & B'way
"JEYPORE"	6,781	26th Aug.	do, do, do.
"DEVANHA"	6,781	30th Aug.	MARSHALLS, LONDON & A'warp.
"NOVIA"	6,781	13th Sept.	do, do, do.
"MACDONIA"	6,781	21st Sept.	do, do, do.
"KALYAN"	6,781	11th Oct.	MARSHALLS, LONDON & A'warp.
"DONIA"	6,781	25th Oct.	do, do, do.
"KHYBER"	6,781	8th Nov.	do, do, do.
"NANING"	6,781	22nd Nov.	do, do, do.
"KARMA"	6,781	6th Dec.	do, do, do.
"KASHMIR"	6,781	24th Dec.	MARSHALLS, LONDON & A'warp.
"PILGRIM"	6,781	31st Jan. 1923	do, do, do.

BRITISH INDIA-APCAR SAILINGS (South)

"TANDA"	6,781	19th August	Calcutta via Straits and Penang.
---------	-------	-------------	----------------------------------

EASTERN & AUSTRALIAN SAILINGS (South)

"EASTERN"	4,000	31st August	(Manila, Thursday) Island, Cairns, Townsville, Brisbane, Sydney & Melbourne.
-----------	-------	-------------	--

Frequent connections from Australia with the following:
The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail steamers to London via Suez Canal.
The P. & O. Branch Service of steamers to London via the Cape.
The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

"GREGORY APCAR"	4,449	8th Aug.	Amoy, Shanghai and Kobe.
"NOVARA"	4,449	12th Aug.	Shanghai and Japan.
"TAKADA"	4,449	15th Aug.	Shanghai and Japan.
"KALYAN"	4,449	25th Aug.	Shanghai and Japan.

All dates are approximate and subject to alteration without notice.
*PASSENGERS TELEGRAPHY FITTED ON ALL STEAMERS.
*Passengers for Europe must deliver their own Hotel expenses at Singapore, while waiting for the carrying steamer.
*Sailors Passengers may travel by P.O. Company's steamers between Singapore and Calcutta, or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.
All Cabins are fitted with Electric Fans free of charge.
Parcels Measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.
For further information, Passage Fares, Freight, Handbooks, etc., apply to—
For Cargo only.

MACKINNON, MACKENZIE & CO.
2, Des Voeux Road Central, HONGKONG Agents.

H. HING & CO.

LARGE STOCK OF SHIPBUILDING MATERIALS,
viz. Steel Ship Plates, Angles and Bars.
Also Shipchandlery Articles.
Telephone No. 1116. 25, Wing Woe Street, Central.

T. K. K. TOYO KISEN KAISHA

Reduced Fare to Europe U.S.G. 20.00 First Class Throughout.
HONGKONG TO SAN FRANCISCO.
VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU
"THE PATHWAY OF THE SUN."

STEAMERS	TONS	LEAVE HONGKONG
SHINYO MARU	22,000	August 14th.
PERIA MARU	9,000	August 16th 10.30 a.m.
TAIYO MARU	22,000	Sept. 9th.
SHINYO MARU	22,000	Sept. 23rd.
KOREA MARU	22,000	Oct. 16th.

*Sailing at Keelung.
*Calling at Saigon and Omitting Shanghai.
*Calling at Dairen.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO.

VIA MANILA, KEELUNG, JAPAN, HONOLULU, HILO, SAN FRANCISCO,
SAN PEDRO DE LA CRUZ, BALBOA, OAKLAND, MOLLENDU,
ARICA AND IQUIQUE.
THENCE BY TRANS-ANDIN ROUTE TO BUENOS AIRES.
STEAMERS. TONS. LEAVE HONGKONG.
POINYO MARU 17,500 August 13th.
ANYO MARU 18,000 Oct. 10th.
SEIYO MARU 18,000 Nov. 10th.

*Omitting Manila.
For full information regarding passengers' freight and sailing, apply to—
Y. T. URSUMI, Manager; Kine's Building, Tel. Nos. 3274 & 2375
Agents at Canton; Messrs. T. E. GIBBIE LTD.

THE "CHINA MAIL."

NOTICE.

Communications relating to news should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with any communication addressed to the Editor, not necessarily for publication but as evidence of good faith.
All matter for publication should be written on one side of the paper only.
Letters relating to business should be addressed to THE MANAGER.
Rate of subscription to "China Mail" is \$38 per annum per quarter and per month.
Orders for extra copies of the "China Mail" should be sent as soon as possible as the supply is limited. Cash 10 cts. Credit 15 cts. per copy.
The "China Mail" is delivered free at subscribers in Hongkong and Kowloon. Postage is charged at the rate of fifty cents per month.
Rate of subscription to the "Overland China Mail" is \$12 per annum; postage 10 cts. per annum extra. Single copy twenty-five cents each.
Alterations and additions to advertisements on Pages 2, 3, 4, 7, 8 and 9 should be sent to the Office, No. 5, Wyndham Street, not later than 11.30 a.m.
Advertisements on pages 1, 4, 5 and 10 should be sent as not later than 1 p.m.
New Advertisements should be sent to before 3 p.m.
Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.
Telephone Address: "China Mail" Hongkong. Tel. No. 5th Edition.
Telephone No. 22.
THE CHINA MAIL.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE KERR STEAMSHIP CO. INC.

THE Steamship

"TILTHORN"

having arrived from New York via ports on 1st August, consignees are hereby notified that their cargo will be landed into the Godowns of Hongkong and Kowloon Wharf and Godown Co. and stored at their risk and expense.

All broken, chafed and damaged cargo is to be left in the Godowns where the examination will be held on the 8th inst. at 10 a.m.

All claims must be presented within thirty days after steamers' arrival here, after which they will not be recognised.
No claims will be accepted after the Goods have left the Godowns and are undelivered on or after the 8th inst. will be subject to suit.

No Fire Insurance will be effected.
Consignees are requested to send in their B/L for Counter-signature immediately to

SHEWAN, TOMES & CO.,
Agents
Hongkong, August 2, 1922.

EARLIER TELEGRAMS.

(From Our Own Correspondent.)

UNSETTLED IRELAND.

London, August 5th.
After exceptionally hard fighting, the National Forces captured Kilmainham, which was the irregulars' principal point of supply.

BRITISH WORLD FLIGHT.

DELHI, August 5th.
Major Blake, the British airman, has arrived.

THE LEAGUE OF NATIONS.

GENEVA, August 5th.
The Mandates Commission of the League of Nations has drafted observations to be presented to the League on the reports regarding Japanese Mandates.

THREATENED DOCKERS' STRIKE.

London, August 5th.
The prospect of a dockers' strike has been averted, following on the decision by the Conference of National Transport Workers to assent to the terms reached with the Employers' Federation in regard to the latter's demand that a reduction in wages of two shillings daily be made, thereby bringing down the minimum wage to ten shillings daily.

The final terms are not yet published, but it is believed the two shillings deduction is spread over several months. An arrangement has been made for the stabilisation of wages for that period.

PRINTING TRADE STRIKE.

LONDON, August 5th.
There are indications that the Printing Trade dispute is fading out, the Typographical Union members in several provincial centres having agreed to resume work in accordance with the terms of the Industrial Court Award.

U. S. A. RAILWAY STRIKE

WASHINGTON, August 5th.
The Pennsylvania Railway states that the greatest single day's resumption of strikers occurred to-day, namely, 387, making 46,693 employees working compared with 96,157 normally.

SINO-JAPANESE COMMISSION.

PEKING, August 2nd.
At the meeting of the first session of the Sino-Japanese Commission, the Chinese delegates proposed that such public properties as harbours, administration buildings, light-houses, etc., be dealt with by a customs' sub-committee. The Japanese promised to reply after consideration of the Chinese proposal.

The Japanese agreed to transfer public properties formerly under the Postal Administration to a sub-committee of posts and telegraphs for study. Other unimportant matters were discussed.

WHOLESALE DEPREDATIONS BY EX-SOLDIERS.

HANKOW, August 4th.
Reports from Kukiang state that on Wednesday night 700 of General Chen Kwang Yuen's soldiers mutinied and demanded large sums of money from the Merchants' Associations. Being refused, they proceeded to loot and burn the city. The foreign concession was not damaged. In the city about \$3,000,000 was looted and 200 shops burnt. The city is now quiet, the robbers having departed to the country.

ENGLISH EDUCATION FOR CHINESE STUDENTS.

LONDON, August 5th.
In the House of Commons, Sir W. De Frece suggested that in view of the importance of the matter to British Trade, the report of Sir John Jordan's Committee on the education of Chinese students in England, should be submitted to the Chambers of Commerce, Mr. Cecil Harmsworth (Under Secretary of Foreign Affairs) replied that it would be premature to do so until the Government and the other Powers concerned had decided the attitude to be adopted towards the resumption of Boxer indemnity payments in December.

MR. ALFRED SEE RETURNS TO AMERICA.

LONDON, August 5th.
Mr. Alfred See, Chinese Minister to Washington, has returned to America, accompanied by his children, who are on school vacation.

HOME TRADE

Messrs. Morrean and Spiegelberg, Manchester, report under date June 28, 1922:—

Cotton.—There have been some sharp fluctuations during the week. Egyptian and American futures have lost about 1d per lb, but New York closed yesterday 32 pts up.

Liverpool prices American F.M.
Spot June July Aug.
Yesterday, 13.06 12.60 12.40 12.41
Last week, 13.65 13.25 13.15 13.08
Egyptian Sakellaris F.F.C.
Yesterday, 19.75 18.15 18.20 18.35
Last week, 19.75 18.75 18.80 18.90

Yarns.—Business has been some what restricted and prices are easier at about the same levels as last week.

Cloth.—The varying crop new has been accompanied by rather violent fluctuations in the raw material with the result that buyers of piece goods appear to have lost confidence for the time being.

The week has not been an idle one but the volume of business actually booked is very much smaller than that done last week.

Opinions as to the crop possibilities are sharply divided. Whilst the bulls talk of the boll-weevil the bears point out that conditions we date follow closely those of other years in which the crop has been heavy.

There is a large enquiry about from all parts, but bids are in most cases far too low.
India has bought largely of dhoties and "light goods" and apparently wants more. China has made some purchases and appears to be regaining confidence in its internal political situation.

The smaller Eastern markets have also booked a few lines. South America is apparently recovering and has started buying fair quantities.

European exchanges on New York are weaker owing to seasonal fluctuations. German marks have depreciated on the news of the murder of the foreign Minister.

The Egyptian Government has prohibited the false folding and misleading marking of piece goods. This is an example which might well be followed by other countries, notably by the Netherlands East Indies where it is still customary to import piece goods marked 40 folds without marking the actual length of the pieces.

FARES FOR PUBLIC VEHICLES

CHAIRS

1.—In Victoria, with two bearers.	
Quarter hour,	10 cents
Half hour,	20 "
Three hours,	50 "
Day (6 a.m. to 8 p.m.),	1.00
Day (8 a.m. to 8 p.m.),	1.50

If the trip is extended beyond Victoria, half fare extra.
Between the hours of 8.30 p.m. and 8 a.m. the above fares shall be increased by 50 per centum.

2.—Beyond Victoria, with four bearers.	
Quarter hour,	0.60 cents
Half hour,	1.20 "
Three hours,	3.00 "
Day (6 a.m. to 8 p.m.),	6.00
Day (8 a.m. to 8 p.m.),	9.00

3.—In the Hill District.	
With 2 Bearers With 4 Bearers.	
Quarter hour,	0.15 0.30
Half hour,	0.30 0.60
One hour,	0.50 0.80
Two hours,	0.70 1.00
Three hours,	1.00 1.50
Day (6 a.m. to 8 p.m.),	2.00 3.00

RICKSHAS

—In the Island of Hongkong, if engaged in Victoria.

Five minutes,	5 cents
Ten minutes,	10 "
Quarter hour,	15 "
Half hour,	20 "
One hour,	30 "
Two hours,	50 "
Three hours,	70 "
Day (6 a.m. to 8 p.m.),	1.00

Notes.—If the ricksha be engaged within the City of Victoria, and be discharged outside the Western part of the City of Victoria after 8 p.m., or be discharged to the East of Pay View Police Station on the Eastern side of the City of Victoria after 8 p.m., an extra half rate shall be chargeable.

4.—In Kowloon	
Quarter hour,	5 cents
Half hour,	10 "
One hour,	20 "
Two hours,	30 "
Three hours,	40 "
Day (6 a.m. to 8 p.m.),	1.00

Notes.—Twenty cents shall be added for each extra hour or part of an hour if the hirer causes the journey to take longer than—

to 4th mile,	75 cents
single,	1.00
return,	1.50
anywhere 4th to 6th mile,	1.00
single,	1.50
return,	2.00
anywhere 6th to 8th mile,	1.50
single,	2.00
return,	2.50
anywhere 8th to 10th mile,	2.00
single,	2.50
return,	3.00
anywhere 10th to 12th mile,	2.50
single,	3.00
return,	3.50

Fare for journeys beyond the 12th mile to be a matter of previous arrangement in each case.
The fares here set out to apply to one ricksha with three coolies from Tsing Sha Kai.

CONSIGNEES' NOTES.

Damaged cargo by the "Tilthorn" will be examined tomorrow. All goods undelivered after that date will be at the risk of the consignee. Agents—Shewan, Tomes & Co.

MISSIONS TO SEAMEN.

THE WORK IN HONGKONG.

The report on the work of the Missions to Seamen in Hongkong during 1921 has just been received. It sets out among the needs of the institution more regular subscribers and a good supply of books, magazines and papers for distribution amongst the crews of ship, lighthouse, etc.

An Approximate Summary of work accomplished by agents and representatives of the Missions to Seamen in Hongkong during 1921, is as follows:—

Visits to ships of all sorts,

Visits to hospitals,

Services held afloat,

Services held in Institute,

Occasional Services etc., ashore,

Holy Communion held afloat,

Holy Communion on shore,

Social entertainments,

Tennis parties etc.,

Attendances at services held afloat,

Attendances at services in Institute,

Attendances at occasional services,

Attendances at Holy Communion afloat,

Attendances at Holy Communion ashore,

Attendances at Social Functions,

In addition the Chaplain was able to render various assistance to the local clergy, and also was again privileged to act as Chaplain to H. M. S. "Curlew" during April and May when by courtesy of the Captain and Officers he took his convalescent leave in that ship in Japanese and Northern waters. During the absence on leave of the Chaplain R. N. Yard he was also responsible for the services etc., conducted by him.

Subscriptions and donations during the year amounted to \$6,047.40, but the financial position is reported as being none too strong. The Institute has been mortgaged in order to pay to the Government its share towards the Praya East Reclamation.

SHADOWS BEFORE.

COMING EVENTS ADVERTISED IN THE "MAIL"

ENTERTAINMENTS.

August 7.—Coronet Theatre; Jackie Coogan in "Peck's Bad Boy." World Theatre; Justine Johnston in "Blackbirds." Kowloon Theatre; Everywoman.

PUBLIC AUCTION SALES.

August 9.—Hughes and Hough: teakwood and blackwood furniture, baby grand piano, etc., Sales Rooms, 2.45 p.m.

August 9.—Lammert Bros., 3 boilers (ex s.s. "Chiyo Maru") Tai-koo Dockyard, 11 a.m.

COMPANY MEETING.

August 18.—Union Insurance Society of Canton Ltd., Queen's Buildings at noon. British Traders' Insurance Co. Ltd., Queen's Buildings 12.10 p.m. China Fire Insurance Co. Ltd., Queen's Buildings, 12.15 p.m.

ARE YOU GOING ON A JOURNEY?

Chamberlain's Colic and Diarrhoea Remedy should be packed in your hand luggage when going on a journey. Change of water, diet and temperature all tend to produce bowel trouble, and this medicine cannot be secured on board the train or steamship. It may save much suffering and inconvenience if you have it handy. For sale by all Chemists and Storekeepers.

SHIPBUILDERS, SHIP REPAIRERS, BOILER MAKERS, FORGE MASTERS, OXY-ACETYLENE, AND ELECTRIC WELDERS, MECHANICAL, AND ELECTRICAL ENGINEERS.

TEL. ADDRESS: "TAIKOO DOCK," HONGKONG.
TELEPHONE NO. 215.
CALL PL. NO. "O" OVER AIR PENNANT.
—DRY DOCK—
Length 187 Feet.
Length on Blocks 750 Feet.
Depth on Centre of
810 (N.W.C.S.T.) 34 ft. 3 ins.
—THREE SLIPWAYS—
Capable of Handling Ships Up
to 3,000 Tons Displacement.
Electric Crane at Sea Wall. Capable of
Lifting 100 Tons at 70 Feet Radius.
BUTTERFIELD & SWIRE,
(John Swire & Sons, Ltd.)
AGENTS
HONGKONG, CHINA & JAPAN.

RIPP No

N. Y. K.

SAILING SUBJECT TO ALTERATION.
VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports. Through bills of lading issued to and from Japan Common Points in U.S.A. and Canada.

KAGA MARU (Calling Keelung) ... Friday, 10th Aug. at 11 a.m.
YO MARU (Yokohama direct) ... Saturday, 11th Aug. at 11 a.m.
MARSHALLS, LONDON & ANTWERP ... via Singapore &c.
HARIMA MARU ... Sunday, 12th Aug. at 11 a.m.
KAMO MARU ... Monday, 13th Aug. at 11 a.m.

HAMBURG via LONDON, ROTTERDAM.

LIMA MARU ... Beginning of September.

LIVERPOOL via MARSEILLES.

BENGAL MARI ... Middle of August.

SYDNEY & MELBOURNE via Manila &c.

ARI MARU ... Tuesday, 10th August at 11 a.m.

TANGO MARU ... Tuesday, 19th Sept. at 11 a.m.

NEW YORK via PANAMA.

ORNOA MARU ... Beginning of September.

NEW YORK via Suez.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via Cape

ROMRAY via Singapore & Colombo.

AKIYA MARU ... Thursday, 10th August.

CALCUTTA via Singapore, Penang and Rangoon.

NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU ... Friday, 18th Aug. at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

BUYO MARU (calling Keelung) ... Saturday, 11th August.

KASHIMA MARU ... Thursday, 17th Aug. at 11 a.m



Get Back Health & Strength

Get back health and strength by the aid of Hall's Wine—the great British tonic restorative. If suffering from heat fatigue, if enfeebled by strain or overwork, Hall's Wine will help you. It vitalises and enriches the blood, which in turn nourishes and strengthens the nerves. Hall's Wine will give new life and vigour, and all the qualities needed to withstand the daily strain. It has been widely used in Great Britain for over a quarter of a century—and is recommended by doctors, nurses and patients. The testimony of users shows that its timely merits are greatly appreciated.

Hall's Wine

THE SUPREME TONIC RESTORATIVE



A lady says: "Hall's Wine has made me feel better than I have ever felt in my life." Made a new man of him. "I was really weak and I can't describe how Hall's Wine has made me feel now." A case that seemed hopeless. "I was in a serious condition. My case seemed hopeless. I tried Hall's Wine and am now fit enough to return to work." Hall's Wine is obtainable from all first-class Chemists and Wine Merchants, and Sincere Co. Ltd., and Wing On Co. Ltd. Sole Importers: STEPHEN SMITH & CO., LTD., 107, LONDON, ENGLAND.

HORLICK'S MALTED MILK

Drink HORLICK'S MALTED MILK. Whether a baby or "grown-up," the health-giving properties of HORLICK'S MALTED MILK are put into operation right away. The baby is content, comforted, and the baby and baby are protected and "fed" in the most natural and healthy way. Made in an instant by the addition of a little water, hot or cold. Of all Chemists and Stores.

Walter Farley, 1, The Road, SHAM HAI.

HORLICK'S MALTED MILK CO. SLOUGH, BUCKS., ENG.

1814 ESTABLISHED 100 YEARS. 1914

JOHN HADDON AND CO.

Export and Import Agents

For ONE HUNDRED YEARS in the CITY OF LONDON we have acted as Buying and Selling Agents for Traders, Storekeepers, Growers of Colonial Produce. Are you requiring the services of London Agents to promote your interests? We shall be pleased to enter into correspondence with a view to arranging terms to mutual advantage.

BANK CREDITS ARRANGED. CASE ADVANCED AGAINST SHIPMENTS.

JOHN HADDON AND CO.

Colonial Merchants and Produce Agents, SALISBURY SQUARE, LONDON, E.C.

EARL'S LOVE STORY.

GIRL WHO WAS 'GOOD PAL.'

WIFE IN ALL BUT NAME.

The love romance of the late Earl of Shrewsbury and Talbot was disclosed when the hearing was continued in the Probate Division before Sir Henry Duke and a Special Jury of the action concerning his will dated September 1920. He died in May 1921, aged 60.

The will, which leaves a large amount of property to the intervenor in the action, Mrs. Eleanor Whyte Brownlee, is contested by the present earl, a boy of 7 and a grandson of the dead man, who appears by his guardian, the Marquis of Anglesey. He alleges that at the time of the will the earl was not of sound mind and that the will was made under the undue influence of Mrs. Brownlee. The net value of the estate is about £161,000.

Mr. Priestly, K.C., for the plaintiff and executor, Mr. Llewellyn Wynne McLeod, explained that by the will now in dispute the earl revoked all former wills and, after making certain dispositions of his property, gave Mrs. Brownlee the leasehold house in Portland-place, W., with the bulk of its contents. Annuities of £350 a year went to the earl's sisters, and, subject to certain trusts, the whole of the remainder of the estate was given to Mrs. Brownlee.

Sir Henry Duke: "Is the net effect of the last will to revoke any disposition there had been in favour of the family and substitute Mrs. Brownlee?—Yes, my lord."

MEETS GIRL OF 20.

Mr. Priestly, continuing, said that the earl separated from his wife in 1896, and 14 years later made the acquaintance of Mrs. Brownlee, then 20. They were mutually attracted and became great friends. Unfortunately, said counsel, the earl was unable to marry her, although he sincerely desired to do so and it was a great sorrow that he could not. They lived together as man and wife in every way, except according to the law of the land.

In 1912 at Goring-on-Thames he built a residence, intending that it should belong to Mrs. Brownlee. When the earl was ill she nursed him with the devotion of a wife, for which he was deeply grateful. As early as 1913 the earl added a codicil to his existing will leaving Mrs. Brownlee an annuity of £2,000.

Counsel, continuing, said when Vincent Ingestre (the earl's son) died in 1915 it was necessary for the earl to make another will (not in dispute) which he did in June 1915. The will also gave an annuity of £3,000 to Mrs. Brownlee. In June 1915 the earl entered an institution for an operation, and while there he executed a codicil giving Mrs. Brownlee certain pearls and jewellery. There was also a clause giving Mrs. Brownlee certain horses, saying it was his wish that her hunting should cost her nothing or as little as possible.

EARL INVENTS TYRE.

Counsel said the late earl was the inventor of the Shrewsbury-Talbot tyres which were put on hansom cabs years ago, and when motoring began he formed the company which afterwards became the Clement-Talbot Company. After the trouble which had arisen with the Anglesey family (the late Lord Ingestre's wife was a member of the Anglesey family) it became obvious that there was a desire to get the earl off the chairmanship of the Clement-Talbot Company, and by a preponderance of voting interest that was accomplished in December 1918. The late earl felt that Lord Anglesey had been casting in his votes with those with whom he was not in agreement and that that was a hostile act.

In 1918 the earl wrote to Mr. McLeod stating that owing to his life being in a precarious state he desired to alter his will, but that he could not make a new one until the question of the Ingestre estates was settled. "I think the estate will be just as well in other hands," he added.

Mr. Llewellyn McLeod, in evidence, said he acted as the earl's solicitor since the earl was 18. In 1896 the earl and his wife separated by mutual consent, Lady Shrewsbury having £4,000 a year and the right to live at the family seat, Alton Towers.

Mr. Douglas Hogg, K.C., who appeared with Mr. Priestly, K.C., further examined Mr. McLeod.

I want you to tell us what you know about the earl's connection with Mrs. Brownlee—I think I first met her in 1912. Afterwards when I went to see the earl in London I met her at the house. It seemed to me that Mrs. Brownlee was treated in every way, as far as I could see, as the earl's wife.

Did the earl express to you his intentions with regard to Mrs. Brownlee?—He consulted me with a view to marrying Mrs. Brownlee, if possible, and I had to advise him that as the law stood it was not practicable.

KOREAN SHELL DIVERS.

An American lady missionary in Korea paid a visit to the island of Chaiju, which lies out in the Pacific two days' sail by a little Japanese steamer. On this island there is a community of Korean Christians. The missionary writes:—

Among the women in my bible-classes are some who are professional divers; and yesterday we rowed out to see them at work. In a natural cave by the seaside a group of these women were putting on white cotton bathing-suits. Their bodies were lithe and active, and as they followed their leader along a black reef far out into the water, their graceful outlines were silhouetted against the blue sky. To the right wrist was tied a circular knife with which the diver cuts the seaweed and mussels from the rocks below. Each woman carried a huge yellow gourd, attached to a netted bag, which floated upon the top of the waves as the swimmer plunged into the clear depths below. Forty feet deep they went down, and nothing could be lovelier than to watch their bodies darting through the vivid green of the ocean-gardens. After a few moments with a flash of white arms the divers came to the surface with shells and limp weed in their hands. They swam quickly to where the gourds and nets were floating, rested a moment with their arms about the gourds, then like mermaids plunged again to the caverns beneath. To foreigners who had known only the women of Korea upon the mainland, this was a new experience; for we had never dreamed that they were capable of the skill and self-assertion that these divers show.

What sort of terms were they on with regard to one another?—I should say terms of affection, friendship and respect.

Did you ever see any signs of Mrs. Brownlee bullying the earl?—Oh, dear no; nothing of the sort.

WISHED TO MARRY HER.

What sort of a man was the earl from that point of view?—I should say he was an extremely dangerous man to bully or try to coerce in any way.

Did you ever see Mrs. Brownlee try to influence him?—Yes. In March 1921, just before he left for France, I had luncheon with him and Mrs. Brownlee. She complained she had heard rumours that she was keeping the earl apart from his family and making mischief, in fact acting as a sort of go-between, putting him under lock and key. Mrs. Brownlee suggested that for his own dignity the earl ought to stop these rumours. But he replied, "I don't care what they say. Let them say what they like." Then Mrs. Brownlee said she thought that as he was going to France and his sisters were in London he ought to call on them and say good-bye. He refused, saying he did not want to see them and they did not want to see him. Then when Mrs. Brownlee showed a certain amount of temper the earl simply laughed at her.

Referring to the last will, Mr. McLeod said that as soon as he learned the earl wanted to leave the residue of his estate to Mrs. Brownlee he pointed out to him that his daughter and grandchildren had claims upon him. The earl replied that he had considered the matter, adding that his grandson would come in to about £50,000 a year. As to his daughter, he said he had already settled a sum of money on her, and appointed her £400 a year out of the settled estate.

"A GOOD 'PAL' TO HIM."

About Mrs. Brownlee and the residue, the earl said she had given him the best years of her life, and had been "a d—good pal" to him the whole time. The earl went through the will line by line, and repeated his belief that his will would be disputed after his death. But he said, "If it is, don't give way."

Was the earl sane at this time?—He was exactly the same as he had been for the past 40 years—perfectly clear and very shrewd.

The suggestion that the earl suffered from chronic alcoholism Mr. McLeod said was incredible to him. He never saw any sign of drink or of anomaly of the brain as alleged.

It is suggested that he saw animals in his bedroom. Did you ever notice anything of that kind?—No.

In cross-examination by Sir John Simon, K.C., for the boy earl, Mr. McLeod said the only communication he ever had from Mrs. Brownlee in respect of the earl's will was a telephone message from her that the earl wished some little alteration made in his will. The message, which came within a fortnight of the earl's death, was to the effect that Lord Shrewsbury wanted her to have the miniature at Portland-place for life and the linen at Ingestre. About August 1920 the earl consulted him about Lady Shrewsbury divorcing him so that he could marry Mrs. Brownlee. Was Mrs. Brownlee willing to marry him?—I do not know.

The hearing was adjourned.

THE P. & O. HOUSE-FLAG.

The origin of the P. & O. Company's house-flag is sometimes a subject of enquiry says *The Blue Peter*. In the second issue of *The Blue Peter* there was published a short history which recalled the service rendered in 1832 by Messrs Wilcox & Anderson, the Company's forerunners, to the Queen of Portugal. The first association of Messrs. Wilcox & Anderson with Portugal was of earlier date, as their vessels, sail or steam, had for some years previously been regularly plying between Falmouth, Lisbon, Cadiz and Gibraltar. It was from these early connections with the Iberian Peninsula that the house-flag was evolved. The luff or inner side of the Portuguese royal flag was blue; the outer half being white; superimposed in the centre of the flag were the Portuguese royal arms. From this flag were derived the blue and white triangular upper quarterings of the house-flag, the red and yellow of the flag of Spain furnishing, by adoption, the colours which fill the lower triangle. The earliest extant representation of the flag show some divergence from the form in which it is known to-day. In contemporary pictures of the "Royal Tar" (304 tons, built 1832), "Jupiter" (630 tons, built 1835), "Braganza" (638 tons, built 1836) the flag is shown as a pennant; with the yellow quartering at the top, flown by the two earlier vessels at the fore and by the last-named at the main.

The picture of the "Braganza" above alluded to shows the gunports the gun ports on the lower deck, and similar ports opening outwards from the main saloon beneath the poop, and it may be recalled that the earlier contracts for the carriage of mails were made, not with the Post Office, but with the Admiralty. Under the contract of 22 August, 1837, made between the Admiralty and Richard Bourne on behalf of the "Peninsular & Oriental Steam Packet Company," it was stipulated that an officer of His Majesty's Navy should be carried on board the mail packets as Agent of the Government. In the contract of 26 August, 1840, it was a condition that the ships by which the service was to be carried on should be constructed "to carry 4 guns of the largest calibre now used in the Navy." It was a part of the Mail Contract of 1 January, 1853, that ships over 1100 tons driven by paddle wheels, were to be fitted for carrying and firing one 10-inch piece at the bow and, as a stern pivot, one 32 pounder, and four 32-pounders as a broadside; while screw-driven ships of 1100 tons and upward were to carry, and did, eight 32 pounders. Later contracts, made with the Post Office, contained no stipulations as to guns, the practice of carrying which in the Eastern mail steamers thus fell into disuse. But the P. & O. steamers continued to carry heavy stands of small arms. In the Red Sea and China Seas ships were for a long time liable to be attacked by pirates, especially in the event of temporary stoppage through accident to their machinery.

With the lengthening of the P. & O. routes and the extension to India, China and Australia of the company's obligations, the connection with Iberian ports, save Gibraltar, came to an end. But in the house-flag a continual reminder survives of the days when the little steamers of the line first began to ply across the Bay carrying mails, passengers or cargo to Portugal and Spain.

GERMAN HOSPITALITY.

The rice merchants of Moulmein have been, says a Rangoon paper, making merry over the windfall that befel them through the buying by a German firm of over thirty thousand tons of rice shipped to Europe. Messrs. Beng Hunt and Co., are the local agents of the German firm and their Moulmein partner, Mr. Beng Chwan, has been most hospitable in entertaining his numerous friends at dinner-parties given in the old M.V.A. drill-house on the Strand. The shed had been converted into a temporary eatery with flags, foliage and dozens of electric bulbs lit from a dynamo seated in a Ford bus and driven by petrol-power. The guests were accommodated at a long table laid out in European style and the viands were prepared and cooked by a Chinese chef who had acquired a knowledge of his art in London. There were altogether ten dinner-parties given consecutively from Thursday night, June 15, until the 25th instant, the first two and the last one by Messrs. Beng Hunt and Co.; the others were either by individual friends or by the members of the Chinese Rice Merchants' Association of Moulmein. At each of the dinner-parties an anglo-pyo from Rangoon was present and helped to entertain the guests of whom there were about an average of about fifty each night.

"PHILIPS"



BEWARE OF APRIL SHOWERS

BE PREPARED BY BUYING ONE OF OUR SHANGHAI SILK RAINCOATS, FOR LADIES AND GENTLEMEN.

STYLISH & ECONOMICAL

MANUFACTURED LOCALLY BY THE

SHING YOUNG CO.

120, Des Voeux Road, (2nd Floor.)

WHOLESALE & RETAIL

ALSO

Raincoats, (Felt & Cap Styles) Rainproof Tobacco Pouches, Pattes, etc.

WRITE FOR CATALOGUE.

AGENTS:

The Wing On Co.
The Sincere Co.
The Sun Co.
Lai Wah Co.
Swatow Trading Co.
Tak Cheung

Chuen Hing
Ahmea Hing Cheong
Man Cheung
Kum Sang
Win; Fat Cheung

JAPANESE

FINE ARTS

NIKKO

HONG-KONG HOTEL BUILDING

TEL. 1259

FULL VALUE

offered for OLD PIANO

in exchange for a

NEW MODEL

TSANG FOOK PIANO COMPANY.

Phone 2127.

91A, Wanchai Road.

CHINA EMBROIDERY & DRAWN WORK CO.

Makers of Draw, Baid Cashion and Table Covers, Capes, Shawls, Laces, etc., etc. Exquisite work any design executed Representative Assortment for Retail and Wholesale

STOCKED BY

KEE CHEUNG SHING

49, Connaught Road Central, Hongkong Agents, Telephone 2101.

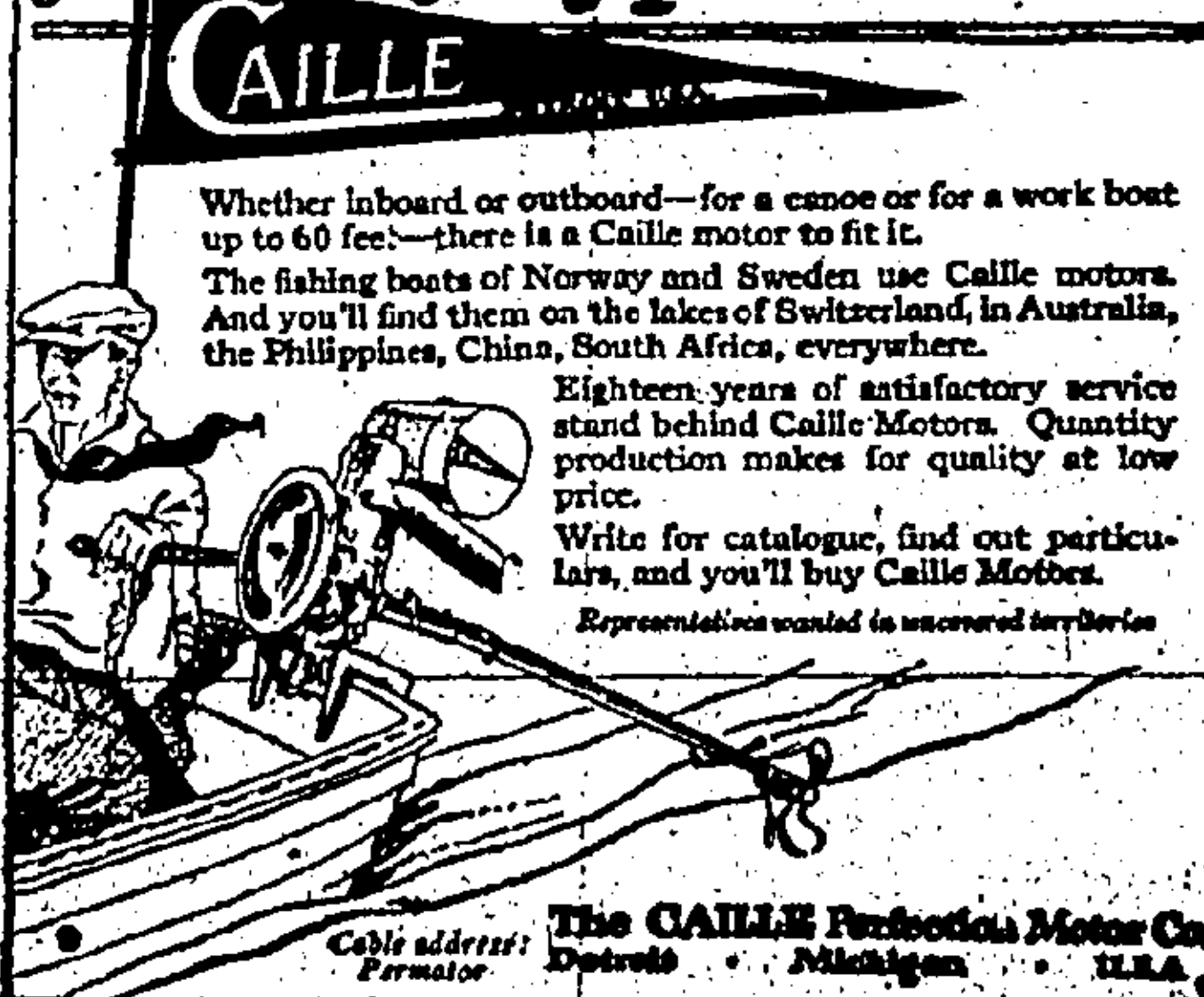
PUN YICK CHO.

LAND & ESTATE AGENTS

Telephone No. 911-1987.

35, Queen's Road Central.

There is a CAILLE Motor for Every Type of Boat



Whether inboard or outboard—for a canoe or for a work boat up to 60 feet—there is a Caille motor to fit it. The fishing boats of Norway and Sweden use Caille motors. And you'll find them on the lakes of Switzerland, in Australia, the Philippines, China, South Africa, everywhere.

Eighteen years of satisfactory service stand behind Caille Motors. Quantity production makes for quality at low price.

Write for catalogue, find out particulars, and you'll buy Caille Motors. Representatives wanted in uncovered territories.

Cable address: The Caille Propulsion Motor Co. H.K.

